

MASON'S
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O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

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No. 21,743 號叁拾肆百柒千壹第 日拾叁月式戌戊 HONG KONG, WEDNESDAY, MARCH 21st, 1928. 叁拜禮 日壹廿月叁年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEKS DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Yammat ...Dep.	8.49	—	9.20	10.07	12.07	1.22	—	4.43	5.50
Shatin ...Dep.	7.01	—	8.53	10.19	12.19	1.34	—	4.54	6.02
Shatin ...Dep.	7.18	—	9.09	10.35	12.35	1.47	—	5.07	6.15
Taipei ...Dep.	7.30	—	9.23	10.48	12.48	1.51	—	5.11	6.19
Taipei Market Dep.	7.30	—	10.05	10.45	12.45	2.01	—	5.31	6.30
Fanning ...Dep.	7.35	—	10.10	10.51	12.51	2.06	—	5.36	6.35
Shum Chuen ...Dep.	7.41	8.45	10.16	10.57	12.57	2.13	2.55	5.43	6.41
Canton ...Arr.	—	11.50	5.38	—	—	—	6.03	—	—

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Yammat ...Dep.	8.49	—	9.20	10.07	12.07	1.22	—	4.43	5.50
Shatin ...Dep.	7.01	—	8.53	10.19	12.19	1.34	—	4.54	6.02
Shatin ...Dep.	7.18	—	9.09	10.35	12.35	1.47	—	5.07	6.15
Taipei ...Dep.	7.30	—	9.23	10.48	12.48	1.51	—	5.11	6.19
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Shum Chuen ...Dep.	7.41	8.45	10.16	10.57	12.57	2.13	2.55	5.43	6.41
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For further information may be obtained at the RAILWAY OFFICE, KOWLOON, Canton Market, Prince's Street, or from THE ASSOCIATED TRAVELERS COMPANY, HONG KONG.

R. BAKER, Manager.

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Macao to Hong Kong: 3.30 P.M. "SUI AN"

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JUMPED TOO LATE FROM PLANE.

TRAGEDY OF A COLLISION.

PARACHUTE TORN.

FLYING OFFICER'S STORY OF HIS OWN DESCENT.

The tragedy of the two aeroplanes which came into collision over the cliffs near Folkestone was described at the inquest at Hawkinge Aerodrome on February 20th on Pilot Officer Eric J. Watson, who was dashed to death near the aerodrome three days previously.

His machine and another piloted by Flying Officer Walsh set out together from Hawkinge for manoeuvres, and were about 1,000ft. up when the collision occurred. Flying Officer Walsh immediately jumped with his parachute and escaped serious injury, but Pilot Officer Watson delayed his jump too long, apparently trying to right his machine.

Flight Lieut. Gilbert Harcourt Smith, of Hawkinge Aerodrome, said that Pilot Officer Watson was twenty-one years of age and belonged to No. 25 Fighting Squadron. He was accustomed to flying the Gloucester-Grebe single-seater fighting machine which he was piloting at the time of the accident. The machine was in good order.

"I examined the parachute after the accident and found it was torn throughout the length of one seam," said the officer.

Giving the possible solution for the failure of the parachute, Flight Lieut. Smith said: "In making a parachute descent from an aircraft it is necessary to be quite clear of the aircraft before opening the parachute. It is possible that the officer was not clear when he pulled his rip and the parachute was caught in some part of the machine and torn."

Mr. Mowll (the Coroner): Is that your view of what happened?—Yes. When a man is descending by parachute from his aircraft there is a moment when he has nothing to hold on to—Yes. He should fall through space for ten seconds before pulling the cord. Actually he is taught to count. By "spilling" Mr. Mowll: It requires a little courage, I should think.

Another possible solution was that Pilot Officer Watson did not make use of his parachute quickly enough. From 150 to 200 feet were required for a parachute to operate and slow up the man.

The machine did not catch fire until after its impact with the ground.

The Attack. On Friday afternoon, stated Flying Officer Leonard Arthur Walsh, "I told Pilot Officer Watson to do individual combat with me. I was his senior. We both went up and practised getting into position. He was in theory to try to hit."

"When we were just over two thousand feet up he attacked me three times. After that he broke away and I saw him about a mile away from me."

"To enable him to catch me up I throttled my engine back to one thousand revolutions and flew straight and level towards Dover. The next thing, I looked round and saw a pair of planes in vertical bank turning into me on the starboard side."

"Then I felt the impact, and my machine went out of control. My wings were not damaged, but the tail of my plane was cut off."

"When I realised the position I did my best to get out of the seat in my machine. I succeeded."

"When I got out of the machine I counted eight, and then pulled my rip cord. My parachute immediately opened and acted well. Owing to a strong north wind I was blown towards the sea. By 'spilling' air, however, I managed to come down on some telegraph wires some twenty yards from the edge of the cliff on the main Dover-Folkestone road. A civilian helped me down to the road."

The jury returned a verdict of "Death by Misadventure," and expressed sympathy with Mr. Watson's relatives.

BANDITS RAID TRAIN.

\$26,600 HAIL.

CHICAGO, LIVES UP TO REPUTATION.

New York, Feb. 26th.

On the same spot where robbers a year ago obtained \$32,000 dollars (\$27,000) consigned to two banks at Harvey, Illinois, to meet factory pay-rolls, another masked band of seven men yesterday robbed the same train of \$26,600 dollars (\$23,800), which was being sent to the same consignees for the same purpose, cables the special correspondent of the London Morning Post. The robbery was carried out in the same way in both cases.

The little station of St. Maries, in a suburb of Chicago, on the Grand Trunk Railroad, where the train ordinarily does not stop, was again chosen. But this time the bandits stopped the train, having a confederate among the passengers with a ticket for that station. He had hardly alighted when masked bandits, heavily armed, jumped aboard the train and four of them entered the passenger coaches, shooting indiscriminately to terrorise the occupants, while two more gave their attention to the engine staff and mail car. The seventh man kept an automobile running behind the station until his confederates returned with the loot. He had also sent the automobile to prevent the spreading of the alarm.

After dynamiting their way into the mail car and overpowering two clerks, one of whom was knocked unconscious when he showed fight, the robbers quickly picked out two pouches containing money. One was a shipment of \$3,000 dollars (\$10,800) from the First National Bank of Chicago to the bank of Harvey, and the other \$6,000 dollars (\$21,600) from the Chicago Federal Reserve Bank to the First National Bank of Harvey.

The White Mask. Having obtained the loot, the pair who entered the mail car returned to find the leader, who was marked from his confederates by a white mask in contrast to their black masks. He immediately whistled off his men, and they hurried to the motor-car and sped away, leaving observers confused as to whether they would return to Chicago or had turned southward towards the Dixie highway. The whole proceeding took only twelve minutes, and after unsuccessfully attempting to give the alarm from St. Maries the train sped on to Harvey, where the news of the robbery was sent out. The money consignment was entirely covered by insurance.

VOTES FOR JAPANESE WOMEN?

BRISK AGITATION.

Tokyo, March 4th

Votes for women next! The recent general elections afforded the women of Japan a unique occasion to plead the cause of woman suffrage. Several of them toured the country, supporting the candidature of male aspirants to Diet honours, and then seized the opportunity to advance the cause of votes for women. Hitherto, the movement for enfranchising women has been confined to the "blue stocking" class, but to-day women of all strata of society have joined in the agitation.

The women of Japan are divided into two classes, the Right and the Left. The Left wing consists of women of the so-called proletarian class who have drawn their inspiration from one or other of the male proletarian parties already in existence and endorse the principle of class warfare. When the Diet meets, women suffragists of Japan will present a petition, requesting that the Election Law include both men and women. It is very doubtful, however, whether the women of Japan will be given the franchise at an early date.—N.Y. Daily News.

DIARY OF EVENTS.

To-day.
Hockey: H.K. Hockey Club 1st XI. v. Queen's Regiment U.S.R.C. ground, 4.35 p.m.
Fanning Hunt: Meet Mr. de Souza's Bungalow, 2.45.

39th Ordinary annual meeting of Green Island Cement Co., Ltd., St. George's Building at noon.

Meeting: Hong Kong Lawn Bowls Association; Jardine, Matheson's board, room, 5.30 p.m.

Farwell dinner to Mr. D. G. M. Bernard, Chinese Merchants Club. Lecture: St. Peter's Young Men's Club, "With the poor in China," by Adj. A. Harris, Salvation Army, 8.30 p.m.

"Cheer O" Whist drive, 7 p.m. Queen's Theatre: "7th Heaven."

World Theatre: "A Society Scandal."

Star Theatre: "The Midnight Girl."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

Principal Malls: Inward: Europe via Siberia, 5 p.m.

Thursday.

Helena May Musical "Miscellaneous Programme," 5.30 p.m.

Hong Kong Rope Manufacturing Co., Ltd. 10th ordinary yearly meeting St. George's Building, 11.30 a.m.

Fourth Annual General Meeting of Simplex Elastomer Co., Ltd., Fowell's Building, 3 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

"Cheer O" dance, 7.30 p.m. Queen's Theatre: "7th Heaven."

World Theatre: "You never know Women."

Star Theatre: "Hold that Lion."

Friday.

Helena May Institute: Bible Study circle, 10.30 a.m.

Hockey: Hong Kong Club "A" v. Recreation at King's Park, 5.15 p.m.

Annual General Meeting Victoria Diocesan Association in the Cathedral Hall, 5.30 p.m.

Khalas Dirwan dinner to Mr. E. L. Chowdhury Hotel Savoy, 5.15 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

"Cheer O" dance, 7.30 p.m. Queen's Theatre: "7th Heaven."

World Theatre: "You never know Women."

Star Theatre: "Hold that Lion."

Principal Malls: Inward: Europe via Negapatnam (Eurylochus). Outward: Shanghai and Europe via Siberia (Sunning), 5 p.m.

Saturday.

Yachting: Corinthian Race. Fanning Hunt: Meet at Mr. Ports Bungalow, 2.45.

Crickets: Kowloon C.C. 1st XI. v. H.K.C.C.; Kowloon C.C. 2nd XI. v. Fanning; H.K.C.C. 2nd XI. v. 15th Brigade 2nd XI; C.S.C.C. 1st XI. v. K.O.S.B.; C.S.C.C. 2nd XI. v. Royal Navy.

Annual University Ath. Sports, Half mile open, 4.30 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

"Cheer O" Music, 7.30 p.m. Queen's Theatre: "7th Heaven."

World Theatre: "You never know Women."

Star Theatre: "Hold that Lion."

Principal Malls: Outward: Europe via Marseilles (Kashima Maru), 8.45 a.m.; Europe via Marseilles (Karama), 9.45 a.m.

Sunday.

Fanning Hunt: Point to Point Mr. Potts's Bungalow, 11.30 a.m.

Yachting: Boat Boys' Race. Golf: Junior Section Championship 2nd round.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

Queen's Theatre: "The Campus Flirt."

World Theatre: "The Little Irish Girl," 5.15 and 9.20; "The Monkey Monk," 2.30 and 7.15.

Star Theatre: "The Understanding Heart."

THE HONGKONG

HONGKONG

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SHANGHAI

ARORA BOWLING CLUB, PALACE HOTEL

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Hotel Launch meets all Steamers. Dining Room and Lounge is now open to the Public.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

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World Theatre: "The Little Irish Girl," 5.15 and 9.20; "The Monkey Monk," 2.30 and 7.15.

Star Theatre: "The Understanding Heart."

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and easily digested by children
and adults, and at a moment's
notice provides a pick-up that
not only refreshes but sustains.

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with hot or
cold water.

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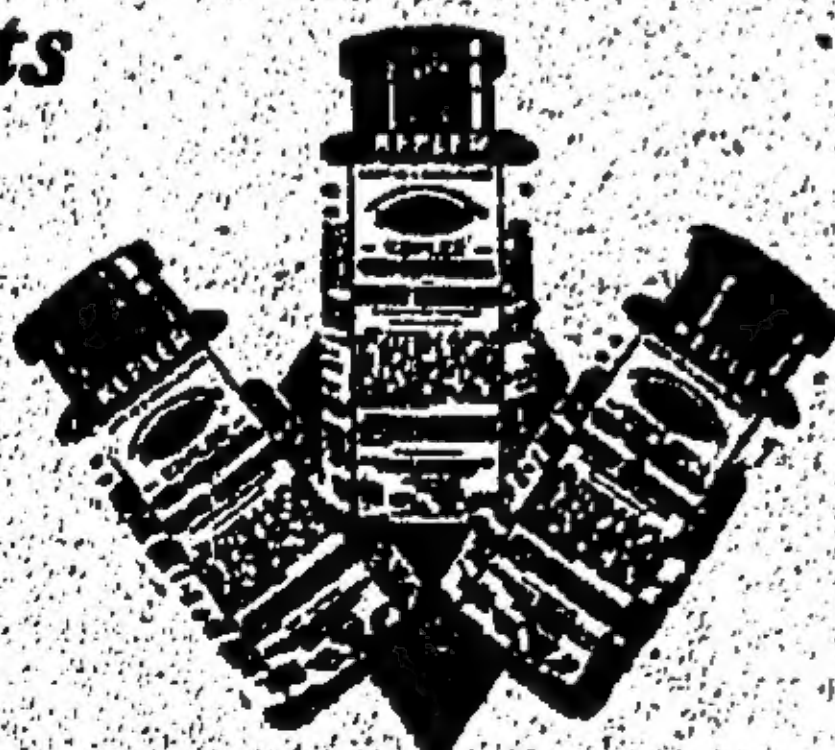
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put on weight and
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normal health. The
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**THOMAS HARDY'S
WILL.**

AN ESTATE OF OVER
£91,000.

BEQUEST OF BOOKS TO
WESSEX.

PORTRAIT OF HIMSELF FOR
THE NATION.

Mr. Thomas Hardy, the author
and poet, of Max Gate, Dorchester,
left estate valued for probate at
£91,707 gross, of which the net per-
sonalty has been sworn at £87,702.
His will is dated August 24th,
1922.

He expressed the wish that his
remains should be buried in Stin-
ford Churchyard, near the grave of
his parents, and if possible in the
same grave as his first wife, Emma.
To his widow, Florence Emily
Hardy, he left £100, his household
and personal effects not otherwise
bequeathed, the use for life of his
residence, Max Gate (with remain-
der to his eldest child, if any, whom
failing as his wife may appoint, and
failing such appointment then to his
brother Henry and his sister
Katharine, or the whole to the sur-
vivor), an annuity during widow-
hood of £800 (or a life annuity of
£300 in the event of her remar-
riage), and the income for life from
all sums arising from royalties on
his books or plays "in the full be-
lief that should these furnish a
superfluity beyond her wants she
will deal with the same as may be
best in such circumstances as may
arise."

To the National Gallery, or the
National Portrait Gallery, Mr.
Hardy left his portrait in oil by
Walter Oates, R.A., and "any one
or more pictures as the directors of
either gallery may select." To the
Dorset County Museum he left a
complete set of the Wessex edition
of his books (unless he has already
made such gift).

Unpublished MSS.

Mr. Hardy left all his unpub-
lished MSS., papers, letters or docu-
ments of a literary character to his
literary executors, leaving it to
their absolute discretion (after con-
sidering any instructions he may
have left) to decide which may be
published after his death. He re-
commended his literary executors
(if he had not already done so) to
present one of his MSS. to the
Library of Magdalen College, Cam-
bridge. He further requested them
to cause to be published at a reason-
able price an edition of his com-
plete poetical works so that they
should be within the reach of poorer
readers.

He left to his executors "for
presentation to such of my friends
as they will find named in a list
amongst my papers, such books as
are attached to those names, or in
the absence of such list, such books
and friends as my wife may judge
to have been intended by me for
such presentation."

The residue of his property he
left to his children (if any) in
equal shares, whom failing for dis-
tribution equally between his wife,
his brother Henry, and his sister
Katharine or the survivor of them.

**HONG KONG POLICE
RESERVE.**

[ORDERS BY THE HON. MR. R. D. C.
WOLFE, C.M.G., CAPTAIN-SUPER-
INTENDENT OF POLICE.]

Chinese Company.

TRAINING: PART I.

Recruits will parade at the Cen-
tral Police Station on Thursday,
March 22nd, and Tuesday, March
27th, for squad drill under Sergeant
R. J. Hunt. Fall in on each even-
ing at 6.30 p.m. sharp. Dress:
Muti.

Flying Squad.

Members who have not yet been
passed out of Part I. of Training
Course will attend at the Central
Police Station Compound at 6.30
p.m. sharp on Thursday, March
22nd, for squad drill under Sergeant
R. J. Hunt. There will be no weekly
instructional patrol of the Flying
Squad on this date.

Sharpshooters' Company.

EQUIPMENT.

All members of the Company who
have not yet returned their old
leather equipment are requested to
do so at the earliest moment.

RIFLE PRACTICE.

Preliminary notice is hereby given
of the next regular rifle practice
which will be held at the Peak
Range on Sunday morning, April
8th, at 10 a.m. Members will meet
at the Upper Tram Station at 9.45
a.m. as before. Uniform optional.

Governor's Inspection.

The inspection by H.E. the
Governor which was provisionally
fixed for March 28th is postponed;
the practice parade suggested for
Wednesday, March 21st, is there-
fore cancelled.

(Sgd.) L. H. O. CALHOUN,
A.S.P., Adjutant.
Hong Kong, March 20th, 1928.

**DEATH OF VICE-ADMIRAL
BURNELL.**

OFFICER OF THE SAILS ERA.

VETERAN OF MANY MINOR
WARS.

Vice-Admiral J. C. Burnell died
last month at his residence at
Twyford, near Winchester, at the
age of 85. He was a fine seaman,
most of his service having been
passed in ships which had steam
only as an auxiliary, and his rep-
utation for smartness in handling
ships under sail stood very high.
He was a member of the Royal
Yacht Squadron.

John Coke Burnell entered the
Naval Service in August, 1868, in
his 14th year, having been born at
St. Briavel, Gloucestershire, on
December 27th, 1842. As a sub-
lieutenant of the screw corvette
Tartar, on the China Station, he
was present when the Fleet attack-
ed and captured the forts at the
Straits of Shimonoseki, Japan, on
September 4th-5th, 1894, and for
his good service on that occasion
was promoted to lieutenant on
November 9th following. He then
served in the screw frigate Liver-
pool, on particular service, and
in 1897 joined the Rattlesnake,
screw corvette, flagship on the West
Coast of Africa of Commodore
William Dowell, C.B. In 1871, the
latter officer, on being appointed
captain of the battleship Hercules
in the Channel Squadron, took
Burnell with him as his first lieuten-
ant, where they served together
until December, 1873, when Burnell
obtained his first independent com-
mand, that of the paddle-vessel
Antelope, in the Mediterranean.
Here he remained until 1877, in
which year he was promoted to
commander.

After a few months in the screw
corvette Boudicca, he was appoint-
ed in November, 1870, to the Agincourt,
flagship as Second-in-Com-
mand in the Channel Squadron of
Rear-Admirals Leveson Somerset
and the H.Q. Henry Carr Glynn.
Of this vessel, Lord Jellicoe was
the junior lieutenant in 1881-2.
Burnell was commander of the
Agincourt during the Egyptian
War of 1882, and was awarded for
his services the Egyptian medal,
the Khedive's bronze star, and the
Third Class of the Order of the
Medjidieh. Promoted to captain
in 1883, he commanded for three
years the screw corvette Calypso,
in the Training Squadron, in
which he made periodical cruises
to the West Indies and other parts.
In 1889 he was appointed to the
Camperdown, where he served as
Flag Captain to Admiral Sir
Anthony Hopkins, Commander-in-
Chief in the Mediterranean. In
April, 1890, he exchanged with
the Admiral into the Victoria, and thus
commanded both the vessels con-
cerned in the disastrous collision
of three years later, when the
Victoria was sunk with the loss
of Admiral Sir George Tryon, 21
officers, and 250 men. In January,
1892, Capt. Burnell took charge of
the Dockyard Reserve at Ports-
mouth, and three years later was
appointed Superintendent of Sheer-
ness Dockyard, where he served un-
til December, 1897. On relinquishing
this post he decided to leave the
active service, and retiring as a
captain, he was advanced to rear-
admiral in 1900 and vice-admiral
in 1903, both on the retired list.
On his retirement he adopted a
country life, and concerned him-
self with local affairs and the
duties of a county magistrate,
having been made a J.P. for
Hampshire in 1900.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUSSIA, March 10th

Paris	124
Berlin	25.34
Copenhagen	20.40
Oslo	18.23
Helsingfors	18.21
Athens	368
Buenos Aires	47.99/32
New York	4.88.13/32
Amsterdam	12.125
Stockholm	16.18
Vienna	34.648
Madrid	39
Bucharest	7674
Bombay	1/6.31/32
Yokohama	1/11.3/32
Brussels	35.01
Milan	92.40
Copenhagen	16.31
Prague	104
Lisbon	2.1/10
Batavia	5.69/64
Shanghai	2/0
Hong Kong	2/0
Silver (spot)	90
Silver (forward)	90

**JOHNNIE
WALKER**

The quality is worth

protecting

Johnnie Walker is guar-
anteed 'same quality
throughout the world.'
Its quality and repu-
tation are worth protect-
ing. The non-refillable
bottle protects them—
and you.

See that you get 'Johnnie
Walker' out of the
non-refillable bottle.

Born 1820—
Still going Strong!



When you
pour from
this bottle
the whisky
flows freely
and the bottle
is flowing.



CALDBECK, MACGREGOR & CO., Ltd.

SHANGHAI

HONG-KONG

TIENTSIN

**SURGICAL AGONY
ABOLISHED!**

RED-HOT IRONS FOR DISEAS-
ED SKIN. BOILING OIL FOR
BLEEDING WOUNDS.

Chronic diseases of the skin like
ravaging sores, flesh-eating ulcers,
fery itching eczema, etc., were
until fairly recent times eradicated
by use of red-hot irons, just as it
was the practice to staunch bleed-
ing in serious wounds with boiling
oil. Thus sufferers were prostrated
by pain and torture in order to get
a healthy skin.

Since then there has been a won-
derful advance in the science of
healing; and pre-eminent amongst
all discoveries is that great soother
and skin-grower Zam-Buk.

Compounded from rare herbal
oils and essences, Zam-Buk is a
balm so pure and so highly-refined
that it not only induces rapid heal-
ing of surface skin, but it extends
its disease-dispelling influence
throughout the underlying tissues.
Being powerfully antiseptic Zam-
Buk kills poisonous germs, it
quickly subdues inflammation and
swelling, and expels all pus and
bad matter. When Zam-Buk has
purified the wound or sore, it re-
generates and rebuilds the tissue
cells and quickly grows new
healthy skin.

Zam-Buk, which is guaranteed
free from all animal fats, is a
wonderful cure for sciatica, ulcers,
bad legs, poisoned wounds, festering
sores, Diphtheria, itch, prickly
heat, ringworm, piles, cuts, burns,
sprains, insect bites, etc. Get a
box of Zam-Buk to-day! Of all
English and Chinese dispensaries
or from the Agents: Messrs. A.B.
Moulder & Co., Ltd., Queen's Rd.,
Central, Hong Kong.

**HONG KONG STOCK
EXCHANGE.**

CLOSING QUOTATIONS.

MARCH 20th, 1928.

H.K. Bank	£1,180 buy.
Do.	£1,181 nom.
Chartered Bank	£214 buy.
Maritime Bank, A. & B.	£237 nom.
Do.	£214 buy.
P. & O. Bank	£231 nom.
East Asia Bank	£234 buy.
Canton Insurance	£235 buy.
North China Ins.	£143 nom.
Yangtze Insurance	£348 buy.
China Underwriters	£260 sel.
China Fire Insurance	£216 nom.
Hong Kong Fire Ins.	£70 buy.
Douglas	£404 sel.
H. K. Steamboat	£204 buy, 20 sel. & 20
H.K. Tugs	£4 sel.
Indo-China (Frd.)	£35 nom.
Do. (Ld.)	£574 buy.
Shall Transport	£90 nom.
Waterboat	£204 buy.
Benguet	£42.50 nom.
Kailan Mining Ad.	£60 nom.
Langkat (combined)	£16 nom.
Do. (single)	£16 nom.
Shan Explorations	£14 nom.
Shanghai Loans	£10 nom.
Rails	£44 nom.
Troms Mines	£175 buy.
H.K. & W. Wharves	£141 buy.
H.K. & W. Docks	£484 nom.
China Provident	£22 sel. & 22 nom.
New Engineering	£163 buy.
Shanghai Docks	£101 buy.
Ewo Cottons	£12 sel.
Oriental Cottons	£12 buy.
Shai Cottons (old)	£12 sel.
Do. (new)	£12 sel.
H.K. & S. Hotels	£9.50 buy, 9 1/2 sel.
H.K. Lands	£35 buy.
Shanghai Land	£12 buy.
Hampshire Estates	£15 buy.
Hong Kong Realities	£3.10 buy, 8 sel.
H.K. Territorials	£1 nom.

H.K. Tramways	£25.85 buy, 26 sel.
Peak Tram (old)	£121 buy.
Do. (new)	£74 buy, 74 sel.
Star Ferry	£44 nom.
China Light (comb.)	£18 nom.
Do. (old)	£12 buy.
Do. (new)	£10 buy.
H.K. Electric	£714 buy, 714 sel.
Macao Electric	£21 buy.
Telephones	£4.35 buy.
China Sugar	£11/9 nom.
Singapore Tractings	£11/9 nom.
China Sugars	£12 1/4 sel.
Malabar Sugars	£27 nom.
Canton Loos	£4 nom.
Cements (combined)	£114 buy, & 114 sel.
Do. (old)	£10 nom.
Do. (new)	£2.10 nom.
H.K. Ropes (old)	£2.40 sel.
Do.	£4 nom.
United Asbestos	£10 sel.
Dairy Farms	£214 buy.
Watsons	£14 buy.
Der A. Wings	£1 sel.
Lane Crawford	£3.50 buy.
Macintoshes	£22 sel.
Succinea	£10 buy.
Wm. Perwells	£5 nom.
H.K. Amusement	£30 buy.
H.K. Constructions	£14 nom.
S'que Indus. G.S. Bonds	£62 buy.
H.K. Govt. Loans	£62 prem. buy, buy, 62 yrs, sel., 62 yrs, sel., nom. nominal.

**MARTIN'S
PILLS**

APIOL & STEEL
Sure and certain for all female
complaints. Every lady should
keep a box in the house.
Chemists and Stores sell
these throughout the world.
MARTIN, Chemist, Birmingham, England.



Gibbs Dentifrice safeguards every one of your thirty-two precious teeth

The greatest danger to your teeth lies in the little nooks and crannies denied to the toothbrush.

One reason why Dentists prefer Gibbs Dentifrice is that it reaches all these danger spots. Its abundant, fragrant foam misses nothing.

Decay germs are killed, impurities and food deposits are all swept away. Then how gently the priceless enamel is polished to lustrous pearl-like beauty!

Gibbs Dentifrice cannot wear or scratch the teeth as gritty pastes and powders do, not out into the necks of the teeth at the danger line where the thinner enamel meets the delicate tissue of the gums.

Three times a day use Gibbs Dentifrice, proved from one generation to another a safe, sure preserver and beautifier of the teeth.

Your teeth are Ivory Castles—Defend them with

Gibbs Dentifrice

BRITISH MADE

[A.2.3.5]

THE TYPEWRITER THAT INTERESTED H.M. THE KING.

It is now a matter of interest to all users of Typewriters to know that this Machine can be obtained in Hong Kong.

THE "IMPERIAL" TYPEWRITER

is a Machine that embodies all the latest improvements, and it is not only better but also cheaper than other Typewriters of Foreign Make.

Demonstrations will be given at any time at the

Sole Agents:

T. E. GRIFFITH, LTD.

8, Queen's Rd. Central, Tel. C. 3517

[A.2.3.1]

SERVICE TO READERS.

THE HONG KONG DAILY PRESS LTD. and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BARRACK LANE, FLEET STREET, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation, available, motor, facilities, suitable, shopping, centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

MARSHAL FENG AND THE FOREIGNER.

ORDER FOR PROTECTION.

NO BILLETING TO BE ALLOWED.

SHANGHAI, March 15th.
A special telegram received by the Kuo Min News Agency from Changchow to-day reports that General Feng Yu Hsiang has again issued instructions regarding protection of foreigners. An army order dated the 10th states:

"The principle, aim of the Nationalist Revolution is to overthrow the bondage of imperialism and militarism and to build a round and stable government in the interest of our suffering people. The present war is waged for the purpose of carrying out our principles and not for antagonizing foreign nationals; for the purpose of bringing rehabilitation to the country and relieving the people of their sufferings and not for injuring other nations or disturbing the peace of the world. We, the Revolutionary Army, must, therefore, show all foreigners our determination to carry out our principles and, at the same time, treat them with civility lest our actions be misconstrued.

"It has come to my notice that a number of buildings belonging to foreign merchants and missionaries are still being occupied by our troops. This must not continue.

"Now, be it ordered that wherever our troops go they are not to billet in foreign or missionary houses. If any foreign houses are still occupied, they are to be vacated as soon as possible. Furthermore, full protection must be accorded to all foreigners who may come to our place. Under no conditions shall injury to peaceful foreigners be tolerated. In case billeting in a foreign house is really necessary, it must be done through peaceful negotiation with the owner concerned. Care should then be particularly taken that everything found in the house so occupied is well kept. Everything must be returned in good order before leaving. Remember this is a matter of importance as it touches our good name. Let all give due attention and obey.—Kuo Min.

SWEDISH TRADE IN 1927.

OFFICIAL REPORTS SHOW RECORD FIGURES.

General reviews of Sweden's trade, during 1927, just published, reflect remarkably good progress.

The trade turnover of the past year was the greatest in the history of the country, if the changes in monetary values are taken into account. The industrial activity is illustrated by the fact that the import of fuel was the heaviest on record, that the consumption of electric energy was higher than during any previous year, and that the number of workmen employed in industry rose to 417,000 from 391,700 in 1925. Foreign trade showed an improvement of more than 100,000,000 kronor, the total surplus of exports over imports being about 40,000,000, and with the net freight revenues of the Swedish merchant marine this sum comes to about 190,000,000 kronor. The export of wood amounted to about 1,000,000 standards, and the advance orders for 1928 now amount to about 375,000 standards, while the 1927 export of wood pulp showed record figures, namely 1,889,300 tons against 1,592,500 in 1925.

The foreign iron ore shipments of the Grängsberg Company were the highest in the history of the company, amounting to no less than 9,600,000 tons against 6,970,000 tons in 1925. On the other hand the situation in the iron and steel market is still stagnant and depressed, although the export of pig iron has risen somewhat, and the production of the iron works has been increased. Amongst other exports animal food products, ships, electrical machines, motors, ball bearings, telephone and telegraph apparatus and raw hides all show considerable increases.

During the first eleven months of 1927 the total Swedish imports showed an increase of 6.3 per cent, and the exports of 15.2 per cent, since 1925.

The total customs receipts amounted to 152,000,000 kronor, an increase in 1927 of more than 10 per cent.

MARRIAGE WITH DEAD HUSBAND'S NEPHEW.

BILL TO MAKE IT LEGAL.

GAP IN DECEASED WIFE'S SISTER ACT.

Why should not a woman marry her nephew by marriage? Why should not a man marry his niece by marriage?

A number of M.P.'s believe that the present legal lack of recognition of such marriages is anomalous.

Sir A. Shirley Bann, Conservative M.P. for the Drake Division of Plymouth, backed by two Socialist M.P.s—the Rev. J. Bann (Motherwell) and Mr. C. G. Ammon (Camberwell, N.)—is to ask permission in the House of Commons to introduce a Bill on the subject.

A Bill to legalise marriages with nieces or nephews by marriage was introduced last year. It got through Committee without alteration, but it will not pass for lack of time.

Sir Arthur has the support of the National Council of Women of Great Britain, the sympathy of the Home Office, and the blessing of hundreds of men and women who suffer in various ways from the present legal disability. To a reporter he said:

The position was primarily caused by such cases being forgotten when the Deceased Wife's Sister Act was passed. There are cases of extra taxes having to be paid on what are really family inheritances—because the offspring of certain marriages are not legally recognised. Widows of soldiers cannot draw pensions because they married—often unknowingly—an uncle by marriage. Take the case of the marriage of a man and the daughter of his dead wife's sister. The woman is

one degree further away than in the case of the relationship between a man and his dead wife's sister. Yet the last two are allowed to marry. It is not a new principle that I seek to legalise, but the extension of an already recognised principle.

The Bill will probably contain provisions to legalise marriages between—

A man and his dead wife's brother's daughter or his dead wife's sister's daughter.
A woman and her dead husband's brother's son or her dead husband's sister's son.

The table of kindred and affinity in the Prayer Book gives these as prohibited degrees of relationship.

The Family Peace.

Mr. Arthur S. May, surrogate in Doctors' Commons, E.C., said to a reporter:

It does not follow that because a man can marry his dead wife's sister he ought to be able to marry the sister's child on the ground that she is one degree further removed.

The laws of affinity rest solely upon what is expedient. It is for the advocates of the proposed change to make out their case. They can hardly expect anyone to look favourably on the marriage of a man with a girl who is young enough to be his daughter. And if a wife has to regard her niece as competent to be her successor, the peace of some families is going to be endangered.

They must also demonstrate that there is a genuine public demand for this innovation.

Dr. Israel Feldman, formerly lecturer on physiology at the London Hospital Medical College, and a member of the British Social Hygiene Council, said:

There is no evidence that the offspring of such marriages are in any way of a lower standard than the offspring of marriages of not so close an affinity.

In other countries where the law of the land does not prohibit it, the Jews solemnise marriages as between uncle and niece.

THE AUTHORITIES WERE MUCH CONCERNED ABOUT THE POO ON CHINESE HERBS.

BUT THE RESULT OF THE CASE WAS A SURE CURE.

Mrs. De Ve. living in cottage 25 on the co-operative cannery she was all right and able to go south with her husband.

Testifies To Neighbour's Child.
The other case, little Florence Harper was very severe. She was suffering with dropsy and other complications. She had two physicians treating her and was gradually growing worse. Her stomach was bloated and she was swelling all over, a dropsy condition. Physicians told her they did not know what was the matter, but thought it was appendicitis and wanted to operate, but her mother would not decide. She had known Mr. H. Cousins who was cured of an ailment of long standing and was so well pleased with Poo On Chinese Herbs. So the girl's brother then called at the Poo On Chinese Herbs Co. and obtained some herbs. The little girl had not been able to eat or sleep. After taking the herbs the girl began to sleep fine. In two days the swelling began to go down. In about nine days the swelling was all gone and she was normal. In less than two weeks she was well and back to school.

During the time she was taking the herbs several authorities investigated and all were surprised at the results effected by The Poo On Herbs.

Thousands suffering from Catarrh, bronchial and lung trouble, throat, cough, asthma, hayfever, malaria, stomach trouble, indigestion, constipation, gastritis, piles, diarrhoea, rheumatism, nervousness, insomnia, obesity, kidney, bladder trouble, Bright's Disease, diabetes, rheumatism, neuritis, dropsy, pyorrhea, headaches, epilepsy, fits, paralysis, tumours, ulcers, pimples, dizziness and many other chronic diseases have been restored to health and happiness without poisonous drugs or the knife, by the Poo On Chinese Herbs Co.

THE POO ON CHINESE HERBS CO.

Yan Foo Low, Chinese Herbalist, Managing Director, Over Twenty-five years practical experience in America curing the sick with Chinese Herbs.

Main Office—Modesto, California.

Hong Kong Office: 61, Queen's Road Central, 1st Floor.

Business: 64, Queen's Road Central.

Office Hours: Daily, 9 a.m. to 12 p.m., 1.30 p.m. to 5 p.m. Sundays, 10 a.m. to 5 p.m.

Evening Hours: 6.30 p.m. to 8 p.m. by appointment only.

European Lady in Attendance.

FOR the little Diane there was only the black pit of death. Then came the laughing boy Chico who carried her to the 7th Heaven of happiness. A wonderful film version of the brilliant stage success!

7th HEAVEN

With

JANET CAYNOR

CHARLES FARRELL

SPECIAL INCIDENTAL SONG

At 6.00 & 9.15—Miss Aileen Woods Sings "Diane."

QUEEN'S TO-DAY TO SATURDAY

Times & Prices

At 2.30.....\$1.20, 80 cts. 60 cts. & 40 cts.

At 6.00 & 9.15.....\$2.00, \$1.20, 80 cts. & 50 cts.

Service in uniform 60 cts. to back stalls and 40 cts. to front stalls at all performances.

A famous dramatic actress in the powerful screen version of Alfred Sutro's play "The Laughing Lady"—

GLORIA SWANSON

In

A SOCIETY SCANDAL

With

ROD LA ROCQUE AND RICARDO CORTEZ

AT THE

WORLD

FINAL SHOWINGS TO-DAY

Orchestra 5.15 & 9.20. Interceptor 2.30 & 7.15.

The romance of a poor girl's rise to fame as an opera singer—

LILA LEE

In

THE MIDNIGHT GIRL

With

GARETH HUGHES AND DOLORES CASSINELLI

AT THE

STAR

FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15.

I STAY WITH RICH RELATIONS.

MEDITATIONS ON A BRITISH CUSTOM.

[BY A POOR ONE.]

For many a long year now my wife and I have paid an annual visit to the head of the family. The visit lasts a fortnight. To us it is really the most important fortnight in the year because it entails so much mental anxiety and heartburning. For frankly we cannot afford it.

Actually we are invited shortly after the close of the shooting season. A little earlier and I think we should really have to excuse ourselves for, although I love the sport, the added heavy tips would beat me.

As it is we have to deny ourselves many things in order that my wife may buy herself four or five evening dresses which are not demodes, and which are obviously made by a first-class and expensive dressmaker. Tailor-made dresses and one or two "simple" hats are in comparison insignificant.

Relatives Can Be Tolerably Unpleasant.

And the matter of expense is only one of many drawbacks. Relatives can be incredibly unpleasant. George is the best fellow in the world and the best host. Excessively wealthy himself and lord of an historic seat, he has been assisted also by marriage to a very rich wife. He is not only a great nobleman but a great gentleman, and he is the first to whom, when any dig is given by one of his rich kinswomen to one of his poorer ones, And I grieve to say that I have seen quite young girl relations of mine guilty of this fault.

What I Get Out Of It?
What, then, do I gain by my visit? Well, the food is wonderful. And even at this bleak period of the year the prospects from the terraces are enchanting. The air agrees with both of us. We find it health-giving. There is good fishing, moorhunting, and of course bridge and dancing. But, as I observe, as my pocket again compels me to, I do not care to feel that the stakes have been specially reduced to suit me. And I left the Service far too long ago to join the dancers.

When at the end of the fortnight George himself motors us to the station in the large town (because the trains are so much better than from the nearer village), I feel that he is the dearest, kindest fellow in the world, and this wife is the most admirable of hostesses.

But when I am in the train I do a little mental arithmetic. I weigh all the pros and cons. In addition to the original outlay on clothes I think of what are in comparison mere trifles—railway fares 24-30s. return each. (We used to go third, but now, in our railway carriages there was one other passenger.) She turned out to be a maid of my niece's. We did not know this and set off one or two indiscreet remarks. We mentioned no names. But "she" and "her" were quite sufficient. Everything went back. We learnt our lesson. Then the tips to the indoor servants, male and female, and lastly to the chauffeur, come to over a fiver.

It is a great thing to be a member of one of our greatest English houses, but sometimes one has to pay dearly for it.

DANCING SHOES



Selected pliable patent leather shoes, light flexible sole, perfect ankle fit, smartly made in medium and narrow toe

\$13.50, \$18.50 per pair
Less 10% discount for cash.

Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD



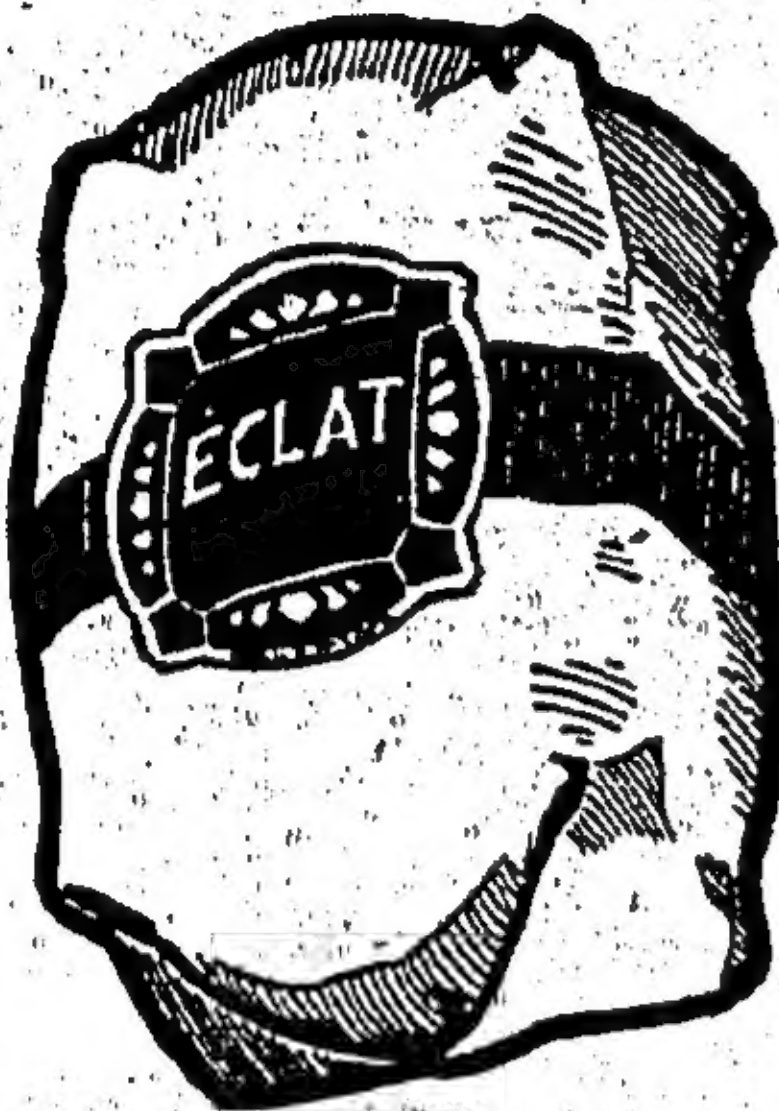
COLGATE'S

ECLAT

SOAP

AND

POWDER



THE TWO SUPREME TOILET LUXURIES.

Sole Agents:

HONG KONG TRADING CO., LTD.

RIGAUD, 16 RUE DE LA PAIX, PARIS:
NEW STOCK OF FRENCH PERFUMES.

"UN AIR EMBAUME"

JUST ARRIVED.



"UN AIR EMBAUME"

Grand Model.

AGENTS IN HONG KONG:

VICENTE ATIENZA & Co.

No. 54, NATHAN ROAD, KOWLOON.

TEL. K. 155.

WHITEAWAYS

NEW DOLLAR VALUES
DOLLAR VALUES WILL SAVE YOU MONEY

THE "HANDY SET" FOR

YOUNG STUDENTS.

Complete set of drawing and mapping instruments: pens, pencils, penholders, compasses, etc.

Put up in neat box.

One Do or each.

WRITING CASES.

Strong imitation leather writing cases. Complete with penholder, stationery, etc. Can be supplied in brown, red, blue and green.

Very useful for school children.

One Do or each.

THE "SLIMFIT" BRASSIERE.

Made in white cotton mesh. Well cut. Washable and good fit. Sizes: 32 to 40 inch.

One Dollar each.

"FINE NEEDLE" BATH SALTS.

Refining and invigorating for the Bath.

One Dollar per tin.

NEW SPONGE BAGS.

Vulcanized Rubber with cloth lining. Outside Pockets for soap and tooth brush.

Colours: Green, Mauve, Blue and Red.

Size: 9 x 10 inch.

One Do or each.

RUBBER SPONGES.

Large size rubber sponges, in square or oval. Red and assorted colours.

Really splendid value.

One Doar for two.

THE "DEVON" TEAPOT

Superior brown earthenware. Nicely decorated. Holds seven cups of tea.

One Dollar each.

THE "CHALET" TEAPOT

Fine white futed china of pleasing design. Holds five cups of tea.

One Dollar each.

NEW VALUES CONSTANTLY ARRIVING

WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG AND WHAMPOA DOCK CO., LTD.

PROFIT ON YEAR'S WORKING.

EXCELLENT FUTURE PROSPECTS.

CAPITAL TO BE INCREASED.

Speaking at the yearly ordinary meeting of the Hong Kong and Whampoa Dock Co., Ltd., yesterday, the Hon. Mr. D. G. M. Bernard said that the shipbuilding facilities of this dock were second to none in the world. The Company had been asked to tender for the building of big vessels, and as soon as times improved, the Company would undoubtedly get its share of the big business.

Supporting the Chairman, the Hon. Mr. D. G. M. Bernard, were Messrs. R. M. Dyer (Chief Manager), T. G. Weall, W. H. Bell, H. P. White (Director), and Edw. L. Hosie (Secretary).

Shareholders representing 1,235 shares, present were Messrs. Lo Koon Hang, Ezra Abraham, R. A. Dastur, A. H. M. da Silva, M. Fernandez, and Chan Sui Hing.

CHAIRMAN'S SPEECH.

The Hon. Mr. Bernard said:—It is with considerable pleasure that we can this time put before you a balance sheet showing a profit on the year's working. While regretting we cannot for the past year recommend the payment of a dividend, we trust that shareholders will consider the result fairly satisfactory, bearing in mind conditions which have ruled in shipping, not only in the Far East, but the world over during that period.

When I last addressed you, I mentioned that the report of the Shareholders Committee which had been appointed to advise the Directors with a view to the more economical working of the Company had just been received and would have the most careful consideration of the Board. Subsequently every point mentioned in the report was fully discussed at a meeting between the Chief Manager, the Committee and myself. During the year various of the recommendations, more particularly with regard to the Costing and Time-keeping Departments have, as nearly as practicable, been given effect to, with results which I trust will be beneficial to the Company, and which will be to its ultimate advantage as the volume of work increases.

Committee's Recommendation.

The Committee emphasize the fact that we are suffering from the considerable capital expenditure of the past few years, and that this has been brought into prominence through want of work generally. This fact your Directors are well aware of, but it was impossible three or four years ago to foresee what was going to happen in the Colony during that period, and having embarked on a policy of improvement and development, they had sufficient faith in the future of Hong Kong and this Company not to call a sudden halt and cancel contracts at the commencement of the very difficult times from which we are now appearing to emerge. A great deal of this capital expenditure has been in the acquisition and levelling of land, building of new shops, offices, dwelling houses, pump houses, and purchase of machinery, to give us the necessary space in the future to enlarge and improve our dry docking facilities, and thereby increase our capacity for repair work which is the more profitable side of our business. At the same time, our shipbuilding facilities are now second to none anywhere in the world.

The significance of this is brought out by the fact that we are now frequently asked to tender for large and well fitted ships in competition with home builders. I have not the slightest doubt, that when times improve, we shall get our share of those large orders, though at the present time competition is so strenuous that it is difficult to obtain much with a margin of profit.

Hospital Should Be Increased.

The Committee agree with the Directors that the capital of the Company should be increased as soon as conditions permit. This is receiving careful attention, and a fresh issue of shares will be made when the Directors consider the time opportune.

Turning to the accounts, I may mention that all the interest on our bank advance amounting to the large sum of \$409,439.45, has been debited to profit and loss account. The sum of \$62,017.81 depreciation is in the opinion of your Chief Manager ample to allow for depreciation during the year, plant and buildings having been kept in good repair and the same charged to working account. The value of the material on hand has been determined by the Company's storekeepers, and checked by the Chief Manager, as usual.

The form of our balance sheet which has come in for some criticism.

HONG KONG & SHANGHAI HOTELS.

RESULTS OF YEAR'S WORKING.

PROFIT OF \$978,310.65.

It is officially announced that the net profit of the Hong Kong & Shanghai Hotels, Ltd., for the year ended on the 31st December, 1927, including the sum of \$503,780.43 brought forward from the previous year, and after charging interest on insurance, maintenance and repairs, rates and taxes, etc., and providing for depreciation and bad and doubtful debts, amounted to \$978,310.65.

At the ordinary yearly meeting of the Company to be held on the 19th April next, the Directors will recommend that this sum be dealt with as follows:—

To Transfer to General Reserve	\$300,000.00
To Transfer to Construction and Development Reserve	300,000.00
To carry forward to new account	78,310.65
	\$978,310.65

HONG KONG TELEPHONE CO., LTD.

RESULT OF LAST YEAR'S WORKING.

DIVIDEND OF EIGHT PER CENT.

The Hong Kong Telephone Co., Ltd., reports that the balance at credit of Profit and Loss Account for the year ended December 31st, 1927, after charging \$154,538.64, for depreciation, and distributing \$57,673 in respect of interim dividend of 3 per cent., amounts to \$63,679.45.

This amount, subject to approval of the shareholders, will be appropriated as follows:—

Payment of a Final Dividend of 8 per cent., making a total of 11 per cent. for the year	\$68,130.00
Transfer to General Reserve	50,000.00
Bonus to European Staff	5,189.38
Bonus to Operators	4,304.00
Carry forward	7,013.47
	\$105,679.45

A. S. WATSON & CO., LTD.

ANNUAL REPORT.

The annual general meeting of Messrs. A. S. Watson & Co., Ltd., will be held at the Hong Kong Hotel on Wednesday, March 28th, at 11.30 a.m.

The main features of the report to be presented to the shareholders have already been published. The net profit for the year under review was \$132,537.75, which added to the \$67,108.69 brought forward, makes \$199,646.44 available for distribution.

It is proposed to pay a dividend of 70 cents a share, amounting to \$94,000, and to carry forward \$105,646.44. The remainder of the sum available is devoted to the reserve fund, to the European Staff Provident fund, to the Chinese Staff superannuation fund, etc.

The existing Board of Directors consists of Mr. J. Scott Harcourt, Mr. H. P. White, the Hon. Sir Shau Son Chow, Kt., and Mr. A. B. Stewart, who retire; but being eligible, offer themselves for re-election.

The Company's accounts have been audited by Mr. C. Bernard Brown, A.C.A., and Mr. S. J. Butlin, A.C.A., who offer themselves for re-election.

is identical with those of large similar concerns at home, and has the approval of our Auditors.

I would like to thank our staff, both European and Chinese, for their loyal service during the past year.

I do not think there is anything more calling for comment, and I now beg to propose the adoption of the report and accounts, and when this has been seconded, I shall be pleased to answer to the best of my ability any questions which shareholders may like to ask.

OTHER BUSINESS.

After the adoption of accounts and reports had been seconded by Mr. H. P. White, the Hon. Mr. Bernard and Mr. H. P. White were re-elected to the board of directors on the proposal of Mr. E. Abraham and seconded by Mr. R. A. Dastur. On the proposition of Mr. A. H. M. da Silva, and seconded by Mr. M. Fernandez, Messrs. Lewis, Dingham & Matthews, and Messrs. Perry Smith, Seth & Fleming, were re-elected to be the auditors of the Company at the yearly remuneration of \$1,500 each.

SHANGHAI POLICE CASUALTY.

INSPECTOR SHOT BY ACCIDENT.

RAID ON KIDNAPPERS.

DETECTIVES ARRESTED BY CHINESE SOLDIERS.

SHANGHAI, March 16th.

The accidental death yesterday afternoon, of Sub-Inspector J. Crowley, who succumbed as the result of a bullet wound inflicted by a pistol which he carried, is associated with the sensational release of a kidnapped merchant and the gallant conduct of Det-Sergt. Hutton, who shot and killed three armed kidnapers in Chapei. Mr. Crowley had previously been captured by the military, bound, and relieved of his automatic, and after being released, was given a Chinese police pistol which later, dropped from his belt, discharging the bullet which penetrated his left eye and emerged from the back of the skull.

As soon as his associates realized what had happened, Insp. Crowley was placed on remnants of a door, broken down during the raid, and rushed in a motor car to the General Hospital, where he died at 7.50 p.m. yesterday.

Arrested And Bound.

The police left Bubbling Well station about 2.30 p.m., direct to Chapei to raid a house, where, they had been informed, armed kidnapers were holding a victim for ransom. They had barely passed beyond the bounds of the Settlement, when they were stopped by soldiers, who escorted them to headquarters.

In spite of the fact that the officers were in possession of documents of identification, the soldiers took the foreigners to their superior officers.

The first intimation that all was not well arrived by telephone at police headquarters shortly after three o'clock, when a message from Sub-Inspector Crowley was received to the effect that he, Det-Sergt. Grubb, the Chinese sub-inspector and the entire party had been arrested by the military, had been bound, and were kept under lock and key until further orders were received. They were bound up so that they could not move. The privilege of communicating with the Settlement was extended to Sub-Inspector Crowley.

What transpired during the next quarter of an hour has not been disclosed, but at 3.30 a message was received as follows:—"We have been unbound and are now being guarded by a bunch of soldiers. We are waiting for negotiations between the military and the Chapei police."

At headquarters nothing could be done until further liaison had been established. Half an hour later another message from Sub-Inspector Crowley was received to the effect that:—"The Chinese police are giving us every assistance. The military guard has been called off. We are proceeding with the help of the Chinese police to carry out our original mission. Our guns are still in the hands of the Chinese military. Sub-Inspector Crowley has been lent one gun by the Chinese police. Det-Sergt. Grubb and the Chinese sub-inspector did not accept the proffer, as they did not understand the use of the Mauser."

They left the police station and Chapei officers accompanied them to the scene of their projected raid in an alleyway in the vicinity of Darroch Road.

A Brisk Battle.

The actual raid resembles a second Shanghai Sidney Street. Every foreign police officer used his pistol, their fire being returned by the kidnapers, all of whom were either killed or captured. The gang had rented a semi-foreign house in the alleyway off Wong Pong Road, and had for their rendezvous No. 39, which is two or three houses from the intersection of the alley with the road.

Sergt. Hutton In Action.

After half an hour when the police fire became too hot for the gang, individuals tried to leave their hiding place. From No. 59, one of the kidnapers sneaked across the roof to No. 63. It was then that Sergt. Hutton got into action. As the kidnapper appeared on a verandah, Sub-Inspector Crowley shouted to Sergt. Hutton, "Get him!" He fired and saw the kidnapper fall to his knees for a moment. Then he was off. Hutton fired again. The kidnapper replied twice, but Hutton with one more bullet dropped him successfully.

The others then made over the roofs and Sergt. Hutton emptied his first magazine and took to cover for a moment until he had refilled his weapon.

Bullets splattered the walls behind him. He opened fire again and brought down two men. They were of different calibre from the usual kidnapper, and whilst prostrate, fired several times at the officers.

Sergt. Hutton was in a quandary. He had an empty pistol, but wounded men were before him. Quickly he scurried over the roof to the

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Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a Description, carefully revised each year. The information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

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verandah where he had shot the first kidnapper, seized this man's pistol, and returned. With three shots from the kidnapper's pistol he thought that he had finished the outlaw, but such was not the case. They moved again but another shot from Sergt. Hutton's pistol ended one whose pistol evidently had jammed.

The other was still defiant. Sergt. Hutton jumped from his place to the verandah, his feet below and with a waist was at him, and with the first kidnapper's pistol he struck him on the head, and stunned him. Within a few minutes he died.

Then the police rushed the house, wherein the victim was detained, released him, and arrested the man.

How The Accident Happened.

The remainder of the party came to where Sergt. Hutton stood, congratulated each other on the success of the raid and complimented the

Chapei police for their assistance. Sergt. Hutton had three pistols in his possession.

Then came the tragedy. Sub-Inspector Crowley crawled to the verandah of No. 63. After hearing Sergt. Hutton's report, his last words were: "We have had a good day. You boys have done nobly, but let's see what this fellow has."

With these words he stooped over the dead kidnapper. Just what happened his fellows could not state. Whether the pistol fell from his pocket, whether it dropped from his hand, or whether it slipped from an over-sized holster is not known.

In speaking later of the fatality, his comrades said that he leaped over the pistol suddenly struck the floor, but downwards, the weapon went off, and Sub-Inspector Crowley fell to the floor unconscious.

At the General Hospital he was placed on the operating table, but in spite of the attention of several doctors, he died.

WARNING AGAINST COMMUNISM.

CANTON GOVERNMENT'S PROCLAMATION.

RED WILES EXPLAINED.

[FROM OUR CHINESE CORRESPONDENT.]

Canton, March 20th.

The Kwangtung Provincial Administration has issued a notification to the people with regard to preventing all possible Communist disturbances. The notification first calls attention to the intrigues of the Communists who are "seeking perpetually to undermine the people, creating chaos and perpetrating all sorts of devilish depredations. They choose the ignorant farmers and the lowest class of people as their instruments. The minds of these poor people are inoculated with the poison of Communism and when once deprived of their moral sense there is nothing which they will not do. The recent Communist upheavals in South China, bringing widespread death and destruction, have been the fruit of their mental depravity."

"Now the procedure for guarding the province against further disturbances by the Communists," states the notification, is as follows: First, the schools and colleges should propound to their students the principles for which the Kuomintang stands. The fundamental differences between the San Min Chu I and Communism should be explained to the young people. Furthermore, they should also be taught that the modes and methods of attaining the San Min Chu I are radically different from those of attaining Communism. The former forbids the use of violence while the latter favours it. Communism is impracticable in China and every person is in duty bound to expose its evil designs.

"Secondly, close, rigid precautions should be taken with regard to the activities and personal conduct of unscrupulous young people. If, upon examination, their activities and personal conduct are found to be of an undesirable character, they should be admonished and reprimanded. All organizations, movements and individuals associated with Communism should be instantly stopped."

"Finally, the people should ever be on guard against the conspiracies of the Communists. These desperadoes fabricate and circulate false rumours with a view to creating panic. They seek to create dissension, hatred and discord among the people, thus involving them in trouble. All this should be vigilantly guarded against."

The Government warning was sent to the magistrate of each district for distribution to the schools and other institutions throughout the province.

POLICING OF HONAM.

The protection of Honam has been turned over to the 8th Regiment of the Provincial Standing Army, which is a part of the 11th Army under General Chen Ming Shu. The Regiment, under Colonel Wong Tack Min, has already gone to Honam and stationed itself in and around the Ho K Village. Its main headquarters, however, are in the Administrative Building of the Honam Cement Works. The 8th Regiment is co-operating with the village military and the four battalions of the 5th Army left there by General Tang Xin Wa.

GASOLINE TANKS NEEDED.

The Canton Municipal Bureau of Public Works has decided to establish several gasoline stations in the city on the storage of this exceedingly inflammable liquid, with a view to eliminating or minimizing the danger from fire and explosion. At present gasoline is kept in tin cans in various automobile shops. When an auto driver wants to purchase gasoline the liquid is taken into the street along the vehicle in question. It is then poured into the tank in a very haphazard manner. Some is always spilled on the street, creating the appalling, to prevent the street asphalt being injured, states a notification of the Bureau of Public Works, gasoline should be kept in a specially provided place.

In all European and American cities, continues the notification, there are specially gasoline stations, storage being provided in large iron tanks under the ground. "There is no reason why Canton should do the same," adds the notification.

Several building contractors have been consulting Mr. Pan Hui, Commissioner of the Bureau of Public Works, with regard to the establishment of gasoline stations. They will be similar in construction and appearance to those in America and Europe.

(Continued on next column.)

EDUCATION OF THE PEASANTRY.

PLANS FOR KWANGTUNG.

NECESSARY FOR COUNTER-ACTING BOLSHEVISM.

[FROM OUR CHINESE CORRESPONDENT.]

Canton, March 20th.

Mr. Ma Chiu Tacon, Commissioner of Labour and Peasantry of the Kwangtung Provincial Government, has drawn up elaborate plans for the establishment of suitable schools for the land workers. His plans have been approved by the Provincial Administration and will be carried out by the Department of Labour and Peasantry in close cooperation with the Department of Education.

The plan is for the establishment of three kinds of schools. The first of these will offer a general education, with special emphasis on reading and writing. All the present schools affiliated with labour unions will fall under this category and will be reorganized. Night schools will also be established in towns and villages. New buildings and equipment will not be needed, as the day schools can be used without causing any inconvenience to the school. No tuition fees will be charged to the children of the labourers and the farmers attending these schools.

Technical Schools. The second kind of schools will be technical schools for manual workers. They will seek to give the workers special technical training in their own respective lines of work. Laboratories and agricultural experimental stations will also be established to promote knowledge of stock rearing, crop raising, the use of chemical fertilizers, and so forth.

The third kind of schools will be known as "special schools." Their object will be to train leaders to carry out reforms according to the principles of the Kuomintang. Nursery schools for very young children will also be provided where infants can be left while their mothers are at work.

Special text books will be used throughout these three kinds of schools. Their object, says Commissioner Ma, is to give a practical education to the manual workers whereby they may broaden their outlook and improve their standard of living. In the past the education of farmers and labourers has been more or less under the influence of the Communists. Now that these outlaws have been driven out, some constructive work must be done for the rural workers.

THE OLD FRENCH CONSULATE.

Mr. Chu Chia Hua, Vice-Chancellor of Sun Yat Sen University, has again petitioned the Provincial Government with regard to the restoration of the old French Consulate in Canton. The petition states that the Consulate was permanently leased to the French Government as a rental of a hundred dollars per annum. The one hundred dollars recently given to the Government by the French Consul-General in Shanghai was in payment of the rental for 1927 and should be accepted. Now, adds the petition, in order to show the Government's earnest desire to get the land back, it should not accept the French Government's rental for 1928. Dr. Chu Chao Hsin, Commissioner for Foreign Affairs, should be again instructed to consult with the French Consul at Shanghai concerning the restoration of the Consulate in question.

The Provincial Administration has asked the Commissioner for Foreign Affairs to confer with the French Consul-General on this matter.

TELEVISION SETS FOR SALE.

In view of the prospect of photography being shortly established between Hong Kong and Canton and the possible vogue that this system will have for the transmission of wireless messages through-out China, it is interesting to note that already television sets are being sold to amateur wireless operators in England.

Messrs. Selfridges opened a television section of their wireless department on February 20th. Mr. Baird, who was responsible for sending a television picture across the Atlantic on February 9th, said that the new department would sell the amateur constructor to build his own television sets. It would, however, only allow very crude sets to be transmitted. This was only a beginning, and the amateur could use his elementary television as a basis for building a more technical machine for receiving the television transmissions sent out on a wavelength of 45 metres.

In the wireless department a large crowd had collected around the instrument, and when it was in operation, the humming of the shadow maker was distinctly heard.

40 PASSENGERS BURNED TO DEATH.

WEST RIVER DISASTER.

"ON LEE" BURNED TO WATER'S EDGE.

News reached the Colony yesterday that the motor ferry launch *On Lee* plying between West River ports was on fire on Wednesday last and that forty passengers had been burned to death.

Full details were unavailable, but it was stated that the *On Lee* carried about 300 passengers at the time. The cause of the fire was due to explosion of the engine. Most of the passengers between deck and shut in by grille doors. A conservative figure states that no fewer than 40 persons were incinerated. The *On Lee* was burned to the water's edge. The vessel plies among West River Ports but does not touch at Hong Kong.

PROSPECTUS BY WIRELESS.

NEW DEPARTURE IN BUSINESS METHODS.

New York, Feb. 20th.

The Radio Corporation of America and the Halgarten Company have announced the most successful Trans-Atlantic transmission by photo radio of a newspaper advertisement with a prospectus of the Province of Buenos Aires 41,000,000 dollars loan for publication in European newspapers.

The transmission of the advertisement, which is approximately half a newspaper page, establishes a precedent not only in commercial radio communication, but in financial procedure for the syndication and advertisement of foreign loans direct from New York. The advertisement was filed for transmission at the Central Traffic Office of the Radio Corporation, from whence it was flashed directly to London.

From London photographic copies were rushed by waiting aeroplanes, being delivered in Paris a few hours later for insertion in Paris newspapers.—Exchange.

SANITARY BOARD MEETING.

DR. KOCH'S QUESTIONS ON MALARIA.

ANSWERS TO BE GIVEN AT NEXT MEETING.

The answers to questions of which Dr. W. V. M. Koch gave notice in connection with malaria in the Colony and the steps taken for its prevention could not be given at the meeting of the Sanitary Board held yesterday. The President, Mr. W. J. Carr, said that he would have to refer the matter to the P.W.D. to get the necessary data over the past three years. He would reply to the questions raised by Dr. Koch at the next meeting.

The other matters which came up at the meeting yesterday were entirely of a routine nature.

Those present at the meeting yesterday were Messrs. W. J. Carr (President), J. Watson (Secretary), Dr. S. W. T. Wong Kwong Tin, Dr. W. V. M. Koch, Dr. S. C. Ho, J. P. Brega and Dr. G. W. Pope (M.O.H.).

A BAD BEGINNING.

A JUVENILE THIEF AND HIS AUNT.

A six-year-old thief who had made one haul but was foolish enough to go back to make further depredations, was arrested at the scene of his offence on Monday.

This youngster, who has made an early advent into the underworld, stole a silver jug, two silver cups and a clock from the residence of Mrs. F. W. Black, at No. 6, King's Terrace, Kowloon. He was arrested outside the flat when he returned with the stolen property had been missed by the owner and that a report had been lodged with the Police. The result was that when he went back, a Chinese detective was waiting about. Suspicion fell on the lad, and he was arrested.

The young culprit's aunt subsequently came to the Police Station and asked, with some indignation, why her little nephew was being detained. She in her turn was detained by the Police and taken to a pawnshop where she was identified by the pawn-broker as the person who had pawned the articles stolen from Mrs. Black.

His Worship discharged the lad with a caution owing to his tender age, and the aunt was sent to gaol for three months for receiving stolen property.

LADY AND HER CAR.

FOUND IN A POND.

POTENT EFFECT OF POLICE BRANDY.

SUMMONS DISMISSED.

The adjourned case was resumed at the Kowloon Magistracy yesterday afternoon before Mr. W. Schofield against Miss Grace Gale of driving a motor car while in an intoxicated condition. Defendant, who was wearing a smart black and white costume, was accompanied by another lady. She pleaded "not guilty" and was defended by Mr. D. H. Blake.

Dr. Isaac Newton stated that on February 20th about 4 p.m. he received a telephone call from the Shamshui Police Station to the effect that a European lady had met with a motor car accident. Upon arriving at the Police Station he saw the defendant in bed, but she would not allow him to examine her, nor would she go to the hospital for observation. The doctor said that he spent fully half an hour in conversation with defendant and formed the opinion that she was suffering from the effects of alcohol to such an extent that she would not be in a fit condition to be in charge of a motor car. She said that she had not been injured but witness noticed a bruise on her left arm.

Question Of Emotion.

Continuing, Dr. Newton said that the defendant smelt very strongly of alcohol and that she seemed his arm and appeared very emotional. Here Mr. Blake protested that the doctor's duty was only to examine the lady for the injuries, after which his duty expired.

In his cross-examination, Mr. Blake asked whether the doctor would agree with him that any one who had experienced the shock that Miss Gale had might also have been "emotional."

Dr. Newton replied that never before in his experience had he come across a case similar to Miss Gale's. Mr. Blake: Is it not likely that Miss Gale would not be fit to drive a car after an accident such as she had experienced?—Yes.

Asked whether there were any other complaints to be made Dr. Newton replied "No."

Sub-Inspector Frank Hoare then went in the box and stated that on receiving the report of the accident he hurried to the scene. The car was stuck in a small pond. Miss Gale was sitting at the wheel with an amah alongside her. Witness asked the defendant whether she was injured and she replied "No." He then suggested that as she might be hurt without her realising it she should be taken to hospital. This also met with a refusal. Inspector Hoare then asked her to come to the Shamshui Police Station but the defendant refused.

Police Hospitality.

Asked how the accident happened, Miss Gale said that she had not the faintest idea, but suggested that the officer should help her to back the car into the road. This was impossible as the car in addition to being damaged was deep in the mud.

Acting Sub-Inspector Mair said that when he arrived on the scene he tried to persuade her to leave the car and accompany him to Shamshui Police Station. However, she told him not to be so "damned officious." Eventually Sergeant Bayliss managed to persuade her to leave the car, and together with the Chinese woman, whom he presumed to be an amah, they were taken to the Police Station. At the Station a bath was arranged for Miss Gale as her own clothing was wet and badly smeared with mud. Later she was given a little brandy and was put to bed awaiting the arrival of her clothing from the drying room.

While at the Police Station, Sergeant Mair stated, defendant began to mumble to herself. "This," continued the Sergeant, "conveyed to me the fact that she was quite unaware of her condition."

Mr. Blake pointed out to his Worship that prior to the doctor examining Miss Gale, no suggestion whatsoever had been made that the lady was intoxicated, but now all the seven police officers called as witnesses had formed the opinion that the defendant was under the influence of drink. He contended that they were not being fair to the lady, and that she was not intoxicated prior to the giving of the brandy, which, continued Mr. Blake, was administered by the Police.

A Point Of Procedure.

Mr. Blake then pointed out to his Worship that no evidence had been produced to prove that the defendant was in charge of the car, or that Miss Gale had even driven the car. "The charge sheet," continued Mr. Blake, "makes no mention of the fact that Miss Gale was 'driving' the car, but states that 'Miss Gale' did drive, but was not seen driving."

(Continued at foot of next column.)

ANOTHER OPIUM SEIZURE.

HIDDEN IN RALES OF CASSIA.

3,000 TAEELS ON CHINESE STEAMER.

Opium smuggling has always been a most lucrative profession and those engaged in it are persistently on the job despite the heavy punishment inflicted when they were caught.

On Monday afternoon, a huge consignment would have got into the Colony had it not been for the watchfulness of Chief Preventive Officer Clarke and Revenue Officer Ward.

When the *S. S. Tai Sui Ma* arrived here from Wuchow, the two officers boarded her at Tai Hing Wharf. They searched her thoroughly but nothing was found until they came to some labels of cassia marked "For London." They opened the bales and found 3,100 taels of raw opium and 440 taels of prepared opium in tin.

In connection with this seizure two men were arrested and they were charged before Mr. R. E. Lindell yesterday morning. Mr. C. A. S. Russ appeared for both defendants. The case was adjourned until to-morrow at noon.

THEFT OF A STEAM GAUGE VALVE.

COOLIE SENT FOR TRIAL.

A Chinese odd-job coolie, employed by the Hong Kong Excavation and Pile Driving and Construction Co., was charged before Major C. Willson at the Central Magistracy yesterday afternoon with the theft of a steam gauge valve, which was said to be worth \$70.

Sergeant Flattery, for the prosecution, asked for the case to be committed for trial at the next criminal sessions. Evidence from a Chinese detective was to the effect that on March 16th he saw the defendant approach a marine stall-holder and offer the valve for sale. A bargain was, however, not arrived at, and the defendant was seen to take the valve away. Witness approached him and asked where he obtained the valve from. Defendant said that he got it from the Hong Kong Excavation and Pile Driving and Construction Co. He was taken to the Police Station and when the officers were sent for, they identified the valve as belonging to their Company.

A member of the firm, Mr. F. W. Foster-Turner, identified the valve in Court, and said that recently several articles had been missed. The defendant was committed for trial at the next sessions.

THE ABERDEEN JUNK COLLISION FATALITY.

STEERMAN'S DENIAL OF A COLLISION.

The Chinese steerman of a fishing junk charged with manslaughter appeared before Mr. R. E. Lindell yesterday afternoon on remand. The case against him was that his craft and another junk came into collision at Po Tai Bay, Aberdeen, a little girl who was asleep on the other junk sustained serious injuries from which she died.

Mr. Leo d'Almeida e Castro, J.P., appeared for the defendant. The defendant's story was to the effect that his junk and the other craft always went out fishing together. On the night of February 19th, he set out with junk No. 4502 for Tam Kae Shan. They got to their destination early the following morning. The sea at the time was very rough and the wind was blowing very fiercely. He had to return to Aberdeen, and on arriving at Po Tai Bay, he anchored. His junk was at the rudder all the time and nothing unusual happened. There were also two men keeping watch forward and they did not report anything amiss.

Coming to his broken cross-bow, defendant said that it was smashed by the rough sea running at the time, and was not caused by a collision. His craft had had no collision with any other vessel, and the only thing he knew about a collision was when someone boarded his junk and accused him of ramming another vessel.

The case was again adjourned until Monday at 2.15 p.m.

His Worship thought it could reasonably be deduced that she was in charge of the car and asked Mr. Blake if he thought the amah had driven the car. However, Mr. Blake maintained that this important point had not been proved by the prosecution and that there was really no case for his client to answer. His Worship dismissed the case.

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An Attempt at Explanation!

WEIGHED IN CHINA'S BALANCE.

BY
PAUL KING,
Commissioner of Customs (retired)

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For many years China has been freely criticised by the West from every angle almost to saturation point, and her philosophy, religion, political institutions, and customs, and so on, have all been coolly dissected, without mercy, at times and seldom without prejudice. The Chinese have not only resisted this, but in their turn have formulated opinions and by no means favourable views of our Western civilisation.

This book deals with that aspect of the question, first giving a brief outline of Chinese religion and philosophy, to illustrate the background against which Christianity was promulgated, and also describing the effect of both Roman and Protestant missionary effort on the isolated China of the past. The final and unexpected result of Western civilisation and the religion being laid open to the unhampered investigation of the keenest intellects of Far Cathay. The Author has spent a lifetime in the service of China, with unalloyed opportunities, both official and private, of learning the inwardness of much that has disturbed Chinese relations with Foreign Powers. He writes, therefore, with first-hand knowledge of a puzzling subject, and a sincere desire to describe faithfully how the West is weighed in CHINA'S BALANCE.

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NEW ADVERTISEMENTS.

HONG KONG TELEPHONE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ANNUAL MEETING OF THE HONG KONG TELEPHONE COMPANY, LIMITED, will be held on WEDNESDAY, the 11th Day of APRIL, 1928, at the Board Room of the Company, Second Floor, Exchange Building, Hong Kong, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 12th MARCH, 1928, until WEDNESDAY, the 21st MARCH, 1928, Both Days inclusive.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th APRIL, to the 11th APRIL, 1928, Both Days inclusive.

Dated this 20th day of March, 1928.

By Order of the Board,
J. P. SHERRY,
Manager.
14, Des Voeux Road Central, Hong Kong. [5992]

THE HONG KONG & SHANGHAI HOTELS, LIMITED.

(INCORPORATED IN HONG KONG.)

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF SHAREHOLDERS OF THE HONG KONG & SHANGHAI HOTELS, LIMITED, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hong Kong) on THURSDAY, the 11th day of APRIL, 1928, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended on the 31st December, 1927, confirming the appointment of a Director and re-selecting a Director and the Auditors.

By Order of the Board,
Q. G. COPELAND,
Secretary.
Hong Kong, 20th Mar., 1928. [5935]

HONG KONG DEVELOPMENT BUILDING & SAVINGS SOCIETY, LTD.

(In Liquidation).

CONTRIBUTORIES who have Paid the call made on the 5th day of OCTOBER, 1928, in Full, are requested to present their Share Certificates to the Undersigned for Redemption.

J. HENNESSEY SETE,
S. HAMPTON ROSS,
Liquidators.
c/o PRATT SMITH, 87 & 89, FLEMING, Hong Kong, 20th Mar., 1928. [5933]

G. J. R.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate, which should be clearly marked "TENDERS FOR PAVING TO OBTAIN CLAY FROM A PARCEL OF CHINESE LAND AT Kwo' Ling, S.D. III, E.T." will be received at the Colonial Secretary's Office until NOON OF TUESDAY, the 27th day of MARCH, 1928, for the Occupation for a Period of One Year from the Date of Notification of Acceptance of Tender of the Piece or Parcel of Ground, containing about One Acre, shown Coloured Red on Plan signed by the Director of Public Works and dated 19th March, 1928, but subject to certain conditions which can be ascertained at the Office of the Director of Public Works.

Each Tender must be accompanied by a Receipt to the effect that the Tenderer has deposited in the Colonial Treasury a Sum of \$50 as a Fidelity of the bona fides of his offer, which sum shall be forfeited to the Crown if the Tenderer refuses to carry out his Tender and comply with the Conditions, should the Tender be accepted.

Form of Tender and further Particulars can be obtained from the Office of the Director of Public Works.

The Government does not bind itself to accept the highest or any Tender.

HAROLD T. CREASY,
Director of Public Works.
9th March, 1928. [5930]

NOTICE.

I have from THIS DAY established myself as a SHARE AND GENERAL BROKER with Offices situated at No. 11, Queen's Road (2nd Floor).

G. A. HARBMAN,
Member of
Hong Kong Sharebrokers Association.
13th March, 1928. [5914]

CHINA UNDERWRITERS, LIMITED.

APPLICATION has been made to this Company to issue to Miss C. F. BARTO, of Hong Kong, a Duplicate Certificate for 500 Shares in this Company, upon statement that the Original Certificate numbered as follows has been LOST or MISLAIN:

Certificate Shares No. of
1234 154801/155100 500

AND NOTICE IS HEREBY GIVEN that if within THIRTY DAYS from the Date hereof No Claim or Representation in respect of such Original Certificate is made to this Company, they will then proceed to deal with such application.

By Order of the Board of Directors,
HERBERT B. STUBBS,
Manager and Secretary.
St. George's Building,
Hong Kong, Feb. 20th, 1928. [5905]

INTIMATIONS.

GREEN ISLAND CEMENT CO., LIMITED.

THE 30th ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Company, 57, Cross Street, Singapore, on WEDNESDAY, the 21st day of MARCH, 1928, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 12th MARCH, 1928, until WEDNESDAY, the 21st MARCH, 1928, Both Days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hong Kong, 1st March, 1928. [5943]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ANNUAL MEETING OF THE COMPANY (since its registration) will be held at the Hong Kong Hotel, Hong Kong, on WEDNESDAY, the 21st MARCH, 1928, at 11.30 a.m., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended 31st October, 1927.

The REGISTER OF SHAREHOLDERS of the Company will be CLOSED from THURSDAY, the 22nd day of MARCH, to THURSDAY, the 29th day of MARCH, 1928, Both Days inclusive, during which period No Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 16th Mar., 1928. [5915]

THE BANK OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the Company will be held at the Head Office, No. 6, Des Voeux Road, Central, Hong Kong, on WEDNESDAY, the 21st day of MARCH, 1928, at 2.30 p.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th MARCH, 1928, to the 4th APRIL, 1928 (Both Days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board,
LOOK POONG SHAN,
Chief Manager.
Hong Kong, 19th Mar., 1928. [5929]

THE HONG KONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-NINTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on MONDAY, the 26th MARCH, 1928, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended the 31st December, 1927.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th MARCH, 1928, Both Days inclusive.

JARDINE, MATHESON & CO., LTD.
General Managers.
The Hong Kong Fire Insurance Co., Ltd.
Hong Kong, 5th Mar., 1928. [5993]

BUSINESS OPPORTUNITIES.

WHEN in SWATOW, Call on HWA IAH & CO., Office No. 10, WHEAT AN STREET, KWANG CHIN DEPARTMENT. We are Wholesale Importers, Commission Agents, Representatives, Interpreters, etc. It is unable to Call, Send Samples and Catalogues with Prices. Always ready to help. This will save you Time, Expense and Trouble in Discovering Sources of Good Business. Good References given. [5988]

"THE SAN-FAN" CIRCUS.

"SAN-FAN" CIRCUS, having returned from AMERICA, are giving SHOWS at the PRAYA EAST RECREATION AREA.

Expert European Bandmen and Dancing Girls have been employed.

PRICES:

1st CLASS \$1.00
2nd \$0.60
GALLERY SEATS \$0.30

TIME TABLE.

NIGHTLY SHOWS:
8.00 P.M. to 11.00 P.M.

MATINEES:
2.00 P.M. to 5.00 P.M.

Every Saturday and Sunday, and other General Holidays. [5779]

INTIMATIONS.

TELEPHONE SERVICE BETWEEN HONG KONG AND KOWLOON.

FROM 17th MARCH, 1928, until Further Notice, TELEPHONE SERVICE BETWEEN HONG KONG AND KOWLOON will be RESTRICTED owing to Harbour Dredging Operations necessitating the Removal of one Submarine Cable and Resulting in a Reduction in the Number of Junctions available to carry the Telephone Traffic between the above mentioned Places.

A Full Service will be Restored Immediately Dredging Operations Cease.

J. P. SHERRY,
Manager.
Hong Kong Telephone Co., Ltd. [5917]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, NEILAGE BROWN of Hong Kong HEREBY GIVE NOTICE that in consequence of our desire to conform with the Names of Similar Vessels owned by us, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "KOH KHAM" of Hong Kong, Official Number 122058, of Gross Tonnage 14419 tons, Register Tonnage 145 tons, heretofore owned by CHINA NAVIGATION COMPANY, LIMITED, 8, Balfour Square, London, E.C.3, for the Permission to Change her Name to "CHENYANG" and to have her registered in the New Name at the Port of Hong Kong as owned by CHINA NAVIGATION COMPANY, LIMITED.

Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hong Kong within Seven Days from the appearance of this Advertisement.

Dated at Hong Kong, this 19th day of March, 1928.
(Signed) NEILAGE BROWN. [5925]

BY ORDER OF THE MORTGAGEE.

PARTICULARS AND CONDITIONS OF SALE OF THE VALUABLE LEASEHOLD PROPERTY.

Situate at Victoria in the Colony of Hong Kong and known respectively as SECTION A or INLAND LOT No. 2530, together with the Buildings thereon known as No. 187, HOLLYWOOD ROAD.

THE REMAINING PORTION OF INLAND LOT No. 2530, together with the Buildings thereon known as No. 30, UPPER LASCAR ROW.

IN ONE LOT at PUBLIC AUCTION, on MONDAY, THE 26th DAY OF MARCH, 1928, At 8 o'clock p.m.

At Messrs. LAMBERT BROS., Auctioneers, At Their SALES ROOM, No. 81, DUNDRELL ST., VICTORIA, HONG KONG.

PARTICULARS.

The Property consists of—
All Those Pieces or Parcels of Ground situate at Victoria in the Colony of Hong Kong and registered in the Land Office as SECTION A and the REMAINING PORTION OF INLAND LOT No. 2530, together with the Messuages, Erections, and Buildings thereon, respectively known as No. 187, HOLLYWOOD ROAD and No. 30, UPPER LASCAR ROW. The Premises are held for the residue of the Term of 94 Years commencing from the Expiration of the Term of 75 Years from the 26th June, 1945, created therein by a Crown Lease of the said Lot dated the 10th Day of SEPTEMBER, 1945, subject to Payment of the Annual Ground Rents of \$4.44 and \$3.10 respectively. The Area of Two Properties is 900 Square Feet.

For further Particulars and Conditions of Sale, Apply to—
Messrs. TSO & HODGSON,
Solicitors,
FREDERICK BUILDINGS,
or to
Messrs. LAMBERT BROS.,
Auctioneers,
No. 81, DUNDRELL STREET,
Hong Kong, Mar. 19th, 1928. [5926]

TO LET.

A FLAT in EMBASSY BUILDINGS, Kowloon. Apply to HUMPHREYS ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDINGS [5917]

TO LET—ASIATIC BUILDING—First Floor—Kowloon. Those interested should communicate promptly with the ASIATIC EMBASSY BUILDING COMPANY, as Offices for Certain Portions are already under consideration. [5921]

TO LET—Nos. 1 and 2 NORTH POON YEE. Modern BUNGALOWS in Good Repair. For Particulars, Apply to Messrs. DEACON & SONS, 1, Des Voeux Road Central. [5918]

INTIMATIONS.

FINE SHERRIES.

SUPERIOR PALE DRY.

FULL GOLDEN.

of very superior quality; grown and bottled by

Anto. R. Ruiz Y. Hermanos.

Xeres de la Frontera, specially selected.

FINE PORTS

ROBERTSON'S

Douro Choice Old

SILVA & COSEN'S

Very Fine Old Tawny.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE C. 616.

[59]

TAKE THIS OPPORTUNITY

Now of Learning the YALE BLUES from the Misses ALLEN and DORIS WOODS Before their Departure from the Colony in May! It is THE DANCE OF THE SEASON, and should be learnt from these EXPERT TEACHERS and DEMONSTRATORS. Private Lessons Daily. Studios, BRACONFIELD ARCADE, TEL. C. 3123. [5991]

WHY Continue to suffer when POO ON HERBS can within your reach—Pimples, Catarrh, Arthritis, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Hemorrhoids, and many other Diseases. No Drugs. Purely Chinese Herbs.

POO ON HERBS CO., 68, QUEEN'S ROAD CENTRAL, 1st FLOOR.

BIRTH.

PEARCE—On March 20th, at the Victoria Hospital, to Mr. and Mrs. H. J. PEARCE, a son. [5934]

Hong Kong Office: 11, Ice House Street.

London Office: 21, Bridge Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, March 21st, 1928.

THE BRITISH PUBLIC AND THE NAVY.

The widespread interest aroused by the incident aboard H.M.S. Royal Oak, which has so far resulted in the Captain and Commander of that vessel and the Admiral who made it his flagship being recalled to London, shows the very big place which the Royal Navy occupies in the public mind. The Navy is a world of its own. Its work is mostly of a nature which the authorities consider should be veiled in secrecy. It has a strict but just discipline, and those who enter it do so on the understanding that they are embarking on a life vastly different from that ashore and in which many

civilian privileges have to be foregone. These demands are made in the interests of discipline and efficiency and the fact that they are neither unreasonable nor unduly burdensome is borne out by the manner and bearing of the men of the Navy who are familiar figures in Hong Kong. However, in ships where things are not going well "incidents" will occur nor can they be concealed from the public. The Navy, and notably the post-war Navy has been singularly free from disturbances of any kind; that they can be wholly eliminated is impossible with the large number of men concerned.

The First Lord of the Admiralty has asked that the case should not be pre-judged and it is perhaps unfortunate that Admiral COLLARD's connection with an incident of twenty years ago, when he was a Lieutenant, should be recalled. The affair was partly due to the misunderstanding by a number of naval stokers of an order commonly given and accepted at the Gunnery School at Portsmouth to which Lieutenant COLLARD of that time was attached.

The competition for promotion is extremely keen. Many most competent officers are passed over at the rank of lieutenant-commander. Only a certain number of commanders rise any higher and while promotion to admiral comes automatically to every post-captain who awaits it, employment in flag rank is only for the chosen few. The standard of ability in the senior ranks of the Navy is thus extraordinarily high and the Admiralty has an embarrassing quantity of talent from which to choose when any appointment falls vacant. In any fighting service men of the marines type are bound to emerge. It is a matter of temperament and conditions of discipline undoubtedly develop what might elsewhere be no more than a tendency. But there is no reason to suppose that such men are regarded with favour at Whitehall. Only officers of proved justice and humanity are trusted with the command of ships.

The Navy asks from the public that it should be spared undue publicity and that it should be allowed to manage its own affairs in a way which great traditions have proved to be best. That wish is expected. Sometimes it is said that the nation is indifferent to the Navy and its welfare; that the money expended upon it is given grudgingly. But the Navy itself knows that this is not the case. When opportunity for a brief glimpse of the life of the Fleet is given to the civilian world there is no indifference. Nor can there be any complaint of the public attitude in face of such incidents as that of the Royal Oak. There is general confidence in the Navy's own power to adjust the trouble that has arisen.

A Chinese residing temporarily at the Duro Garage at Nathan Road, Kowloon, was found dead hanging from a beam in the servants' quarters.

Among the Chinese injured at the explosion at Saiwanho last week, another has died at the Government Civil Hospital making two fatal cases in all. The others are still in hospital.

The forthcoming wedding to be announced of the Rev. H. A. Wittenbach, of St. Stephen's College, Hong Kong, to Miss Hannah Gertrude Blanchett, of the C.M.S. House, Canton.

Sir Henry Gollan, the Chief Justice, is returning to the Colony on Friday by the s.s. Karmala from Shanghai where he had been sitting in the Appeal Court with Sir Peter Groom.

Five cases of small-pox, all Chinese, were reported last week, none proved fatal. There was one case of enteric and one of cerebro-spinal fever. Two fatalities took place from influenza. On Monday two more cases of small-pox were notified, both from Victoria.

A Chinese who was arrested on board the s.s. President Grant on a charge of being in possession of 12 revolvers, and 1,500 rounds of ammunition, was brought before Mr. W. Schofield at the Kowloon Magistracy yesterday morning. The case was adjourned for enquiries to be made.

The Osaka Shosen Kaisha have sent us a very well illustrated brochure describing many of the beauty places of Japan with special reference to the ports touched by their ships. There are also pictures of some of the company's ships, and a great deal of very interesting information about Japan and the Far East generally.

A Chinese firm, we are informed, proposing to start in Hong Kong a factory for the manufacture of fuel briquettes from coal. This form of fuel has been extensively used in the Swatow district where it has been found cheaper than coal straight from the pits. It is claimed that it lasts longer in both factory and domestic fires and creates far less smoke and soot.

Miss Shin Tak Hing, General Secretary of the Y.W.C.A. left yesterday for the United States on the Taiyo Maru to attend the biennial convention of the American Y.W.C.A. Miss Shin was appointed by the National Committee in Shanghai to represent the Y.W.C.A. of China. The convention will be held this year in Sacramento, California April 14th-20th. There will be between two and three thousand delegates, representing the various city and student associations in the United States and the national associations of other countries. Miss Minnie Royden of London will be the principal speaker at the convention.

THE LATE MR. J. M. BRITTO.

23 YEARS IN POSTAL SERVICE.

FUNERAL AT HAPPY VALLEY.

The funeral of the late Mr. J. M. Britto, a well known member of the General Post Office staff, took place yesterday afternoon at the Catholic Cemetery, Happy Valley. The Rev. Father Granvill officiated, and a large number of friends attended. The chief mourners were his only son, Mr. Henry Britto, and his three brothers-in-law, Messrs. J. S. Alves, G. A. Omond and E. J. Figueiredo. Among others present were Mr. T. Hynes, of the Post Office, and many of his fellow workers employed at the Post Office.

The news of his death came as a shock to all who knew him, though he had been ill for some time. Often spoken of as "Britto" of the Post Office, he was extremely popular both among his colleagues and with a large circle of private friends. His death will be a real loss to the Post Office where he had been employed for the last 23 years. At the time of his death he held the position of chief of the Parcel Post Department. Mr. Britto died yesterday morning at his residence at No. 12, Granville Road, Kowloon. He leaves a wife and only son to whom every sympathy will be extended. He also leaves a mother who is close on 80 years of age.

Mr. Britto was a keen bowls player and took part in many of the Recreation matches last season. Among the many floral tributes were the following: "From your dear wife," "Henry," Messrs. E. J. Figueiredo, G. A. Omond, J. S. Alves, "Your Loving Mother," Lydia and Joe, Mr. and Mrs. H. J. Hodman, Mr. and Mrs. T. Hynes and family, Mr. and Mrs. H. A. Castro, Mr. and Mrs. J. Ribeiro and family, Mr. A. A. B. Botelho, Mr. and Mrs. E. L. R. Rosario, Mr. and Mrs. F. F. Barreto, O. H. Grace and Mr. J. A. Grace, A. C. Botelho, F. X. Soares, Mr. J. Baston, Mr. A. E. Xavier, Mr. E. J. Brown, Mr. Noronha.

The revival of these Tuesday evening concerts has been most popular. A very special performance will be given next week. Also, Mr. Greenham is arranging for a performance at the Sham Shui Po camp on Wednesday week.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m. stated:—

The anti-cyclone remains stationary and the depression is crossing Japan on an easterly track to the south of Hokkaido.

Local Forecast: N.E. or variable winds; moderate, fair.

DR. SUN YAT SEN'S LAST WILL.

WAS IT A FORGERY?

IMPORTANT STATEMENT AT MEMORIAL DAY AT NANKING.

Our excuse for reopening the question as to the genuineness or otherwise of the will of the late Dr. Sun Yat Sen is the speech of Mr. Yu Yu Jen at the Memorial Exercises to Dr. Sun at Nanking on March 12th, writes a correspondent to the North China Daily News. Mr. Yu gave an account of the way in which the will was written. He declared that the draft was prepared by Mr. Wu Chih Hui and passed on by Mr. Wu to himself, Mr. Li Shih Tseng, Mr. Eugene Chen, Mr. Li Ta Cha and Mr. Wang Ching Wei for revision and approval. It was then handed to Mrs. Sun to present to her husband. On account of Dr. Sun's condition she retained it for several days before she gave it to him for signature.

This is Mr. Yu's statement which appears to be clear and straightforward. In order that the question may be finally settled we suggest that Mr. Wu Chih Hui should also make a statement just as Mr. Yu has done. Another specific statement should be made by Mrs. Sun.

It is known that of the Committee who, according to Mr. Yu, drew up the will only Mr. Wang Ching Wei ever saw Dr. Sun in the Union Medical College Hospital and that Mr. and Mrs. Borodin were constantly at his bedside. This has given rise, doubtless, to the suspicion in many Kuomintang circles that Dr. Sun not only had nothing to do with the preparation of the will, as is now acknowledged by Mr. Yu, but that it was prepared under the influence of the Communist clique for Communist purposes. Mr. Wang Ching Wei was certainly an ardent supporter of the alliance with the Communists and of Mr. Borodin in particular, as was also Mr. Li Ta Cha who, it will be remembered, was arrested in the raid on the Peking Soviet Embassy and executed under orders of the Peking Government. Of the committee which prepared the document all had intimate relations with the Communists except Mr. Wu Chih Hui and Mr. Li Shih Tseng.

It is evident that further explanations must be made to clear this document from the widespread suspicion that Dr. Sun had nothing to do with its preparation or signature and that it was produced under Communist influence for purposes of Communist propaganda. Mr. Yu's statement at Nanking needs corroboration and elucidation.

AT THE CHEER 'O Y.M.C.A.

POPULAR TUESDAY EVENING CONCERT.

Mr. J. O. Greenham arranged a special concert at the Cheer 'O Y.M.C.A. last night and very successful it proved. The room was quite crowded with Service men who enjoyed every item, and showed that they were enjoying themselves by giving hearty applause and enthusiastic choruses.

The following were the performers: Mrs. L. C. F. Bellamy (Soprano), Mrs. J. Hurst (Mezzo Soprano), Mr. Patterson (Bass), Sgt. Watte, K.O.S.B. (Comedian), Colour Sgt. Jeffries, K.O.S.B., Mr. H. A. Brown was the accompanist and untiring accompanist.

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Local Forecast: N.E. or variable winds; moderate, fair.

MARSHAL LI TSAI HSIN AND THE
NORTHERN CAMPAIGN.REMAINING IN NANKING FOR A WEEK.
"HIS FIRST DUTY TO REORGANISE KWANGTUNG."

THE BRITISH MINISTER'S VISIT TO NANKING.

SHANSI AND FENGTIEN TROOPS IN ACTION.

ARMoured CARS AND AERIAL
ACTIVITIES.

Marshal Li Tsai Hsin is reported to have stated that he intends to remain in Nanking for about a week and that he would then return to Canton to reorganise the Government of the Province. Canton's participation in the Northern campaign was unlikely before three months from now, but that after Kwangtung had been put in order he would return to Nanking to take up his duties as Chief of Staff of the Nationalist Army.

Sir Miles Lampson is travelling up the Yangtze to Nanking in a British warship. He will be entertained by the Nationalist Government and visit the mausoleum of Sun Yat Sen and the Ming Tombs. Probably he will also discuss the Maritime Customs revision proposals.

Southern aeroplanes are reported to have been flying recently over the Northern quarters at Yenchow and Chufu, in the south-west of Shantung, and it is also reported that Fengtien armoured cars have been attacking Shansi troops in the Shansi section of the Tsingting-Taiyuan railway zone.

LI TSAI HSIN'S FIRST
DUTY.REORGANISATION OF
KWANGTUNG.

(Wah Tei Tai Pao.)

SHANGHAI, March 20th.

Marshal Li Tsai Hsin told pressmen that Canton's participation in the Northern expedition would not be realised until after the next three months. He went on to say that he would stay at Nanking about a week. When he returned to Canton his first duty would be to reorganise the provincial government of Kwangtung to carry on the anti-Red campaign. As soon as he had completed this rehabilitation work in Kwangtung he would return to Nanking to assume office as Chief of Staff of the Kuomintang Army.

Marshal Chiang Kai Shek will proceed to Hsuehchow.

AERIAL ACTIVITIES IN
THE WAR ZONE.

(Wah Tei Tai Pao.)

SHANGHAI, March 20th.

In the last few days the Southern aeroplanes have been frequently flying over their enemy's barracks at Yenchow and Chufu, in south-west Shantung. They have dropped large quantities of leaflets urging the Northerners to revolt against their leaders. At the same time many aeroplanes attached to Marshal Feng Yu Hsiang's army have been sent to the Northern Honan border to find out the dispositions of the enemy's camps.

NORTHERN ARMoured
CARS IN ACTION.

(Wah Tei Tai Pao.)

SHANGHAI, March 20th.

General Yen Shih Shan's troops stationed along the Tsingting-Taiyuan Railway, Shansi section, clashed with the Fengtien vanguards on the 18th inst. The Fengtien leader, General Wan Fu Lun, despatched several armoured cars to make an attack upon the Shansi troops. The upshot is not known but heavy firing was heard lasting the whole night.

BRITISH MINISTER'S NAN-
KING VISIT.

(Wah Tei Tai Pao.)

SHANGHAI, March 20th.

According to information given out by the Nationalist Foreign Minister, Sir Miles Lampson will go to Nanking in a British warship, where the Nanking Government has arranged to entertain him. Sir Miles will pay a visit to the mausoleum of Dr. Sun Yat Sen and the Ming Emperors.

A SHANSI "TURN-COAT."

(Wah Tei Tai Pao.)

SHANGHAI, March 20th.

General Wang Tung Kai, commander of the 4th division of the Shansi Army, stationed at Ping-shan, has "turned over" to the Fengtien, with three regiments of cavalry and a regiment of infantry.

CHEN CHIEN ARRIVES IN
HANKOW.

NUMBER OF BANDITS

(NAVAL WIRELESS.)

HANKOW, March 19th.

General Chen Chien, whose troops occupied Changsha on March 17th, had arrived in Hankow. The troops of Pei Tsung Hsi are concentrating at Wuchang. These troops, it will be remembered, carried out successful operations against the bandits who recently looted and burnt the cities of Leiyang and Chekchow, near Changsha.

In Wuchang a number of bandits were executed last week.

Conditions at Wansien are reported to be most unsatisfactory.

"GOD OF WEALTH'S"
TASK.

(Wah Tei Tai Pao.)

SHANGHAI, March 20th.

Mr. Liang Shih Yi intends to reorganise the Peking Cabinet. The financial problem is still unsettled.

SIR AUSTEN CHAMBERLAIN
ON CHINA.

(THROUGH REUTER'S AGENCY.)

LONDON, March 19th.

In the House of Commons, replying to a request by Commander Kenworthy for information regarding the present military and political situation in China, an interesting statement was made by Sir Austen Chamberlain.

Sir Austen reviewed the political developments following the Kuomintang Conference in Nanking early in February. He said the situation in Mid-China continued to be most unsettled, there being no sign of the healing of the breach between Nanking and Wuhan.

The proposal to organise from Hupeh and Hunan a fourth unit for the Northern campaign under General Tan Yen Kai had to be abandoned, and the British Consul-General at Hankow had reported that Nanking appears to have abandoned any hope of enlisting support from that source.

Hotbed of Communism. The Consul-General at Hankow had also reported a serious Communist rising by the Hunan regiment of General Cheng Chien's troops, who had joined the insurgents whom they had been sent to suppress. It was feared that other troops of General Cheng Chien were equally unreliable. The report stated that Changsha was a hotbed of Communism, and, despite almost daily raids and executions, the authorities did not feel secure. Almost complete anarchy prevailed in the country districts of Hupeh.

Sir Austen added that the renewed Northern campaign was to have opened on the 15th inst. with a combined offensive by Marshal Chiang Kai Shek, Marshal Feng Yu Hsiang and General Yen Shih Shan, but each Commander was apparently waiting for his allies to strike the first blow. A report just received stated that the Northern forces had severely defeated Marshal Feng Yu Hsiang.

SAD DISASTER NEAR
TIENTSIN.15 PERSONS DROWNED IN
THE PEI HO.MOSTLY WOMEN AND
GIRLS.

(THROUGH REUTER'S AGENCY.)

TIENTSIN, March 20th.

Twenty-five Chinese, mostly women and girls, were drowned last night when a ferry-boat straddled the hawyers of a dredger in mid-river and capsized.

It appears that some 40 Chinese workers of the British Cigarette Company were crossing the river from the ex-Russian Concession when the boatman, through neglect, ran the boat across the hawyers of the dredger. Fifteen were saved, including the ferryman, but about 20 were drowned. The ferryman is reported to have bolted.

SUBMARINE "S.4."

SECRET REVEALED OF ILL-
FATED VESSEL.PRESIDENT COOLIDGE'S
RECOMMENDATION.

(REUTER'S AMERICAN SERVICE.)

BOSTON, March 20th.

The secret of the ill-fated submarine S.4 was finally revealed to-day by the Board investigating the disaster. They entered the submarine, which has been dry-docked here, and saw the bodies of six of the crew who were imprisoned in the torpedo compartment and whose tragic messages, laboriously tapped out with a hammer, aroused sympathy throughout the world.

The position of the bodies indicated that all died in their bunks from whence apparently they were washed out later. All the bodies were heavily coated with mud and none wore shoes. Evidently the men had used makeshifts.

WASHINGTON, March 20th. President Coolidge has recommended Congress to appropriate \$800,000 to enable the Navy Department to investigate and experiment in safety devices for submarines.

AFGHAN KING VISITS
"VICTORY."

TORPEDOING A DESTROYER.

HIS MAJESTY "THRILLED."

(BRITISH WIRELESS SERVICE.)

RUSSIA, March 19th.

King Amanullah witnessed one hundred years of naval progress to-day, when he visited at Portsmouth, first Nelson's flagship Victory and then the modern battleship Tiger.

Afterwards he made a voyage in submarine L.22 to Southampton, being submerged most of the way. His Majesty was greatly thrilled when he fired a dummy torpedo at a destroyer.

Queen Souraya followed in H.M.S. Albatross.

THE "BIG SWORDS" IN
MANCHURIA.PEASANTS AND BANDITS
JOINING UP.

MUKDEN, March 19th.

Now that the "Big Swords" are again on the rampage and defeating the Government troops at every point, the superstition has been revived that the movement is guided by Divine Providence and is, therefore, irrepressible. Round about Tungshun, as well as in several prefectures adjoining, the "Big Swords" have entered into a pact with the bandits and are wreaking vengeance upon the police and the soldiery who, at the instigation of General Wu of Heilungkiang, have robbed them of their homes and belongings.

Feeling is running very high among the peasants who are assisting the "Big Swords" directly and indirectly, and now that Chi En Ming is trying to persuade them to turn law-abiding citizens, the prestige of the "Big Swords" has increased. They are said to number between 5,000 and 7,000 and are canvassing the villages for new members, promising them immunity from defeat because of the assistance of Divine Providence.

Even the police and the soldiery have become contaminated with this superstition and it is said that General Wu is having much trouble with those sent against the insurgents. Recruits are literally pouring into the ranks of the "Big Swords."—N. O. Daily News.

RUBBER.
MALAYAN AGRICULTURISTS
OPPOSE RESTRICTION.PREMIER'S FORTHCOMING
STATEMENT.

(THROUGH REUTER'S AGENCY.)

SINGAPORE, March 20th.

The Malayan Agricultural Association has adopted a resolution in favour of the gradual removal of the Rubber Restriction.

Question In The Commons. London, March 19th. In the House of Commons, replying to Sir Frank Nelson, Sir William Joynson Hicks said Mr. Baldwin hoped to be in a position to make a statement on the rubber question before the Easter Recess.

U.S. Share Prices. New York, March 19th.

Very brisk buying and a rapid advance in rubber prices followed an announcement that a credit of \$50,000,000 had been arranged for the American rubber reserve pool. Over two thousand lots changed hands in the first three hours after the opening of the Stock Exchange. July contracts opened at 28.50 cents, or nearly a cent per pound above Saturday's quotations. At the close, prices moved up to 28.80, but they fell back to 27.80 on profit-taking.

EGYPTIAN POLITICS.

THE NEW PREMIER'S POLICY.

(THROUGH REUTER'S AGENCY.)

CAIRO, March 18th.

The new Wafd Premier, Nahas Pasha, in a statement of policy made to a packed House of Representatives said that the Government had assumed power at a most difficult moment in order to safeguard the rights of the country.

Egypt would not recognise any fact or any act which conflicted in any way with Egypt's complete independence and her rights in the Sudan (Cheers).

The Government, he said, was sure that with goodwill an agreement between Britain and Egypt would eventually be reached, safeguarding Egypt's independence and British interests.

He urged, however, that the agreement must be reached between two friends and not between master and dependent.

Nahas Pasha also assured foreigners that their interests would be protected.

The Chamber passed a vote of confidence in the Government.

S. AFRICA AND EMPIRE
CO-OPERATION.PREMIER HERTZOG ON THE
NEED OF INDEPENDENCE.

(THROUGH REUTER'S AGENCY.)

CAPE TOWN, March 19th.

Replying in the Assembly to the debate on the report of the Imperial Conference, General Hertzog, the Premier, said that never before in his life, at any rate as a politician, had he felt more strongly in favour of co-operation with the Empire, but it would be only on the basis of full independence that South Africa, or any other Dominion, would ever consent to co-operate with the British Empire.

Co-operation, said General Hertzog, was the governing principle of Empire; existence. Take away that co-operation, and there was no Empire. Co-operation meant not only co-operation in war-time. If they wanted the Empire to be an Empire in the real sense of the word, there must be co-operation between free peoples, in the first place, in peace-time, and that co-operation was only obtainable on a basis of independence.

Fortunately, as far as Britain and British Governments were concerned, there was no longer any question with regard to the character, degree or extent of Dominion independence.

LORD BALFOUR'S HEALTH.

(THROUGH REUTER'S AGENCY.)

LONDON, March 19th.

Earl Balfour, who has been ill for some time, has cancelled all engagements on account of a heart attack.

OBITUARY.

SIR DAVID FERRIER.

(THROUGH REUTER'S AGENCY.)

LONDON, March 19th.

The death has occurred of Sir David Ferrier, M.A., M.D., LL.D., D.Sc., F.R.C.P., F.R.S., the famous brain specialist, who was the founder and pioneer of brain surgery.

The late Sir David Ferrier was 85 years of age.

DISARMAMENT.
STILL BEING DISCUSSED AT
GENEVA.WHAT TURKEY AND
RUSSIA RECOMMEND.

(THROUGH REUTER'S AGENCY.)

GENEVA, March 19th.

The Turkish delegation to the preparatory disarmament conference, headed by the Foreign Minister, Tewfik Rashedi, has arrived, and was greeted at the station on behalf of Livorno.

Tewfik Rashedi Bey, during the afternoon sitting of the Disarmament Committee, developed the Turkish views on disarmament.

They are much more moderate and much more practical than the Soviet plan. For example, Rashedi expressed the opinion that treaties of non-aggression accompanied by a neutrality clause would afford a certain measure of security.

Statement By Soviet Leader. M. Litvinoff made a lengthy statement reviewing the Soviet plan, and said that the Soviet was prepared to abolish its armed forces when other countries were ready to do so.

He said he counted on the support of the Government which proposed the outlawry of war (evidently referring to the United States).

A general discussion followed in the course of which Herr Bernstorff, representing Germany, supported some of the Russian proposals.

After his statement of the Russian proposals, M. Litvinoff submitted two questions to the Committee.

Two Questions. In the first place, he asked, does the Committee agree to base its further efforts on the principle of complete disarmament during the period proposed by the Soviet Government?

Secondly, he queried, is the Committee prepared to carry out the first stage of disarmament proposed by the Soviet so as to make the conduct of war, if not an absolute impossibility, at least, a most difficult thing in a year's time?

Referring to Mr. Kellogg's proposal to outlaw war as an instrument of national policy, M. Litvinoff said: "The Soviet Government considers it is entitled to count on the special support of a Government which is now publicly making proposals to prohibit war."

"The sincerity of its proposals," he argued, "could not be more convincingly confirmed than by the adherence of its authors to the Soviet draft Convention for complete disarmament."

The draft of the Disarmament Convention sent to the League of Nations aims at general complete disarmament within four years, fifty per cent of the demobilisation to take place the first year.

It also provides that the total destruction of all stores and arms, and the abolition of all the most important naval armaments and Air Forces and of all war institutions should be brought about in the following three years.

The Soviet also proposes the establishment of a Permanent International Commission to control the Commission in each country. These regional Commissions will be charged with the execution of the Convention.

Representatives of the different Legatures of public organisations and of the "toiling class" will, it is proposed, sit on the Regional Commissions.

THE DONETZ ARRESTS.

SOVIET WORKERS CONDEMN
GERMAN GOVERNMENT.

(THROUGH REUTER'S AGENCY.)

RIGA, March 18th.

Protest meetings are being held in various centres in Russia in connection with the alleged foreign sabotage plot in the Donetz coal basin.

A notable meeting was held at Leningrad where 19,000 workers demonstrated, and passed a resolution condemning "the German Government's interference with the internal affairs of the Soviet Republics" and demanding that the anti-Soviet conspirators be shot.

It is also reported that the Donetz workers have passed a resolution, declaring the action of the German Government in breaking off the Russo-German commercial negotiations, to be really an attempt by German capitalists backed by Sir Austen Chamberlain and others to interfere with the course of justice in Soviet Russia.

A congress of Trade Unions has passed a resolution to the effect that "such intrigues by foreign diplomacy only make us the more determined to shake off our industrial and economic dependence on foreign countries."

THE ZINOVIEFF
LETTER.STATEMENT TO PREMIER BY
INFORMANT.

EFFECT OF REVELATIONS.

(THROUGH REUTER'S AGENCY.)

LONDON, March 20th.

The consensus of opinion is that the Zinovieff letter will not be further discussed in the House of Commons after the revelations of last night, which have effectively disposed of allegations that a leak-age occurred through the Civil Service.

Members of the Ministerial Benches regard the matter as closed.

Though some Liberal members support the demand for an enquiry, none voted with the Labour members. Nevertheless a section of the Labour Party this morning was still unsatisfied and wanted to know the identity of the friend who gave Mr. Stanley Baldwin the information.

Mr. Stanley Baldwin, in an interview with a Reuters representative this morning, said that there was no doubt about the authenticity of the Zinovieff letter. He considered that the matter should be dropped and buried. There were the strongest reasons why it was impossible to disclose the name of his informant.

Sensation In The Commons. London, March 19th.

Sensation was created by Mr. Stanley Baldwin in the House of Commons to-day when, in opposing Mr. Ramsay MacDonald's motion seeking further enquiry regarding the publication of the Zinovieff Letter, the Premier read a statement by the original informant, whose name has never previously been disclosed.

The statement was signed by Mr. Conrad Donald in Thurn, who is a prominent City man, who has no connection with office, politics or the conspiracy.

He learned of the existence of the letter some 48 hours before it reached the hands of the Government, and Mr. Baldwin mentioned that he met the man for the first time to-day.

Mr. in Thurn authorised him to make a statement which the Premier had verified and checked.

Informant's Action. The statement describes how Mr. in Thurn, on October 10th, 1924, met a business friend, who is in no way connected with the Government service, and at the conclusion of their business, the friend casually mentioned that the letter, familiarly known as the Zinovieff Letter, had been sent to British Communist headquarters.

Mr. in Thurn, on hearing the gist of the contents, asked the friend to secure him a copy, which he received the following morning. Being most indignant at the proposal to lend money to Russia (the Labour Government were contemplating a loan to Russia) at a moment when they were fomenting revolution in England, he decided to inform the Government Department concerned, which he did, and to publish the information.

Life Endangered. As soon as his informant was able to settle his affairs in England and get to a place of safety, as his life would be in danger if he remained in England, Mr. in Thurn handed his copy of the letter to a City friend in touch with the Daily Mail.

Mr. in Thurn added that he personally was responsible for obtaining the text of the letter and securing its publication.

He did not receive any assistance from any Government official; he did not receive any money or reward for his action. He was prompted entirely by patriotic motives.

Highest Reputation. Sir Douglas Hogg, the Attorney General, paid a warm tribute to Mr. in Thurn, stating that his uncle had been Governor of some of Britain's most important Colonies, his brothers held very responsible positions in the Navy and the Army, and he himself is a gentleman with an unblemished reputation holding a most responsible position in the City. He is well-known to the great bulk of City men.

Mr. O. D. in Thurn's uncle is Sir Everard in Thurn, K.C.M.G., K.B.E., C.B., who at one time was Lieutenant Governor and Colonial Secretary of Ceylon and Governor of the Fiji Islands and High Commissioner of the Western Pacific. He has done much exploring of British Guiana, and ascended Roraima, successfully—a mountain which had baffled all previous attempts.

Captain John Knowles in Thurn, C.M.G., C.B.E., R.N., commands the "Signal" School, Portsmouth, while Major B. B. von B. in Thurn, D.S.O., M.C., is a distinguished Army officer.

Labour Defeated. Mr. Ramsay MacDonald's motion seeking an enquiry into the circumstances under which the Zinovieff Letter was published in the Press on the eve of the General Election, 1924, was rejected by 325 votes to 132.

(Continued on next Column.)

GIGANTIC AMERICAN
MERGER.VAST COMMUNICATIONS
CONCERN.

ASSETS \$225,000,000.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, March 20th.

The New York World states that a record Communications Merger has been effected in the absorption of the Mackay Companies, operating 3,000 postal and telegraph companies in the United States, by the International Telegraph and Telephone Company.

The combined assets of the companies are \$225,000,000, and the amalgamation will create a network of wires connecting Canada, the United States, Mexico, Cuba, Central America and the Argentine. The system will eventually be extended to connect South America with North America and Europe telephonically.

MORE ABOUT TEAPOT
DOME SCANDAL.SENATOR BORAH'S SUGGES-
TION RIDICULED.

(THROUGH REUTER'S AGENCY.)

BALTIMORE, March 19th.

The Republican, Senator Nyce, Chairman of the Senate Investigation Committee, in re-affirming the statement that sensational developments were impending in the Teapot Dome Oil Scandal, ridiculed Senator Borah's suggestion to raise a subscription to repay the \$160,000 contributed by Mr. Harry Sinclair to the party funds in 1923.

Senator Nyce urged that it might result in having to return all campaign subscriptions over \$25,000, which would prove embarrassing to the major parties.

Authenticity Admitted? Mr. Stanley Baldwin, in the course of his address to the House, said that according to British Government information, M. Chicherin, when questioned by the Soviet Government, admitted that the letter was sent from Russia, but did not know how the British secured a copy.

M. Chicherin assumed that the leakage was due to "treachery," and he stated that a month later the Communist agent in Britain destroyed the original.

Mr. Baldwin understood that a Russian, who was arrested in Moscow, was about to admit the publication in the Press, on suspicion of having given the British Government a copy of the letter.

(BRITISH WIRELESS SERVICE.) Labour In 1924. Mr. Ramsay MacDonald, at the opening of the debate, said no one had ever seen the original of the letter and declared it was a deliberately planned and devised conspiracy to deceive the public and influence the General Election of 1924.

Mr. Baldwin denied it had influenced to any extent the General Election, declaring that the Labour Government's handling of the Russian questions including the abortive treaty with Russia and its withdrawal of the case against the Communist Campbell had already lost it the election before the Zinovieff letter was published.

On the question whether the Zinovieff letter was genuine or not, the Premier pointed out that the Labour Government made inquiry at the time in 1924 but could not make up their minds.

When the Conservative Government came into office they began by setting up a Committee and the results of their investigations were that they were convinced the letter was genuine.

The Soviet Puzzled. The Government had information that after the publication of the letter M. Chicherin told his colleagues in Moscow that he had questioned M. Zinovieff concerning the letter and that Zinovieff admitted it had been sent to the Communist party in England but was at a loss to know how the British Government had got a copy of it.

It was due, said Zinovieff, to treachery either in Moscow or London.

Slightly Mutilated. Zinovieff pointed out that the text of the document was in some places slightly mutilated and M. Chicherin said it would be impossible to accuse the British Government of having mutilated the document because that would be equivalent to confession of its authenticity and the only course they could take was to denounce it at once as a forgery.

About a month later M. Chicherin told his colleagues the original had been destroyed. This, said M. Chicherin, would enable the Soviet Government to insist on an investigation into the matter because no original copy could ever be produced.

Reliable Sources. Sir Douglas Hogg said the evidence of the document which reached the Foreign Office came from four independent sources, every one of which had previously been tested and found absolutely reliable.

LAWN TENNIS.

VICTORY FOR LUCAS AND STEVENSON.
FINE CHINESE STRUGGLE.

Another busy afternoon was seen on the Hong Kong Cricket Club courts yesterday when a full programme was carried out. The matches attracted a large crowd of spectators who turned up in anticipation of some very good play and they did not go away disappointed.

The principal drawing card proved to be the Chinese tie in the "Open Doubles" between the Ng brothers and Ho Ka Lau and Yew Man Kit, which after various vicissitudes went to the former pair by the odd set in five. Keen competition was seen throughout. The winners pulled up wonderfully after losing the first two sets and were to be congratulated on their performance. Ho Ka Lau and Yew Man Kit played enterprisingly in the beginning and showed better combination than their more experienced opponents throughout. They gained the net very often, in the first two sets and kept their opponents at the baseline most of the time and at one stage it appeared that they would run away with the match. Starting badly they lost three games before being able to strike form, but from 4-1 down in the first set they retrieved their position mainly by forcing the play on Ng Sze Cheung who fell off in the face of the attack. Ho and Yew still pressed at 4-4 and succeeded in winning the next two games for the set. They kept up the attack in the second set and although Ng Sze Kwong did some smart work, Ho and Yew won it comfortably at 6-2.

Ho Ka Lau and Yew Man Kit then made their greatest mistake in the match by adapting a steady game instead of pressing their opponents in the way they did in the beginning. A decided change was seen in the third set. Ng Sze Cheung, who was hitherto the weak spot, made a remarkable recovery and from then onwards played a stirring game being very often unbeatable. He pushed and lobbed with accuracy, while his peculiar underhand service which caused some amusement among the spectators, had the effect of putting off his opponents.

The climax of the match was reached in the third set for which both pairs struggled hard. Ho Ka Lau and Yew Man Kit had the lead until 4-3, but the Ng brothers levelled. The ninth game was closely contested and after many deuces were called Ng Sze Kwong and Ng Sze Cheung seized it against Yew Man Kit's service. That proved to be the turning point of the match and the winners asserting their superiority onwards won the set at 6-4. Exciting play was seen in the fourth set and rallies and games became unusually long and well fought out. At 3-3, the winners again asserted themselves and annexed the next three games for the fourth set. In the final set, Ng Sze Kwong and Ng Sze Cheung had the lead from the beginning and controlled the game, eventually winning the set at 6-3, and the match, after a very fine struggle.

Ng Sze Kwong played consistently well throughout and was the outstanding player on the court. He showed more energy yesterday than he has done for a long time, while his generalship was a great factor in breaking up his opponents' game in the closing stages of the match.

Other Matches.

Major Lucas and Major Stevenson appeared for the first time in the tournament and distinguished themselves by defeating Lim Peng Chin and A. A. Rumliah in straight sets in the "Open Doubles." The University pair offered some resistance in the first set, but broke up in the following sets against the strong attack of the Military pair, whose combination was much superior. The winners' next meet Casumbay and Basack.

Henderson and Breasley met Sajki and Isomura in the same event, but failing light prevented a decision being reached. The match will be replayed on Friday.

Three matches were decided in the Club Singles and resulted in straight set wins for G. W. Sewell, G. C. Grove and E. D. Lawrence over G. Miskin, C. C. Stark and A. H. Crook respectively.

The detailed results of yesterday's matches were as follows:

Open Doubles.

Ng Sze Kwong and Ng Sze Cheung beat Ho Ka Lau and Yew Man Kit 4-6, 2-6, 6-4, 6-3, 6-3.

Major R. H. Duce and Major W. B. Stevenson beat Lim Peng Chin and A. A. Rumliah 6-3, 6-3, 6-3.

Club Singles.

G. W. Sewell beat G. Miskin 6-0, 6-4.

G. C. Grove beat C. C. Stark 6-3, 6-0.

E. D. Lawrence beat A. H. Crook 7-5, 8-6.

Handicap Singles "A."

R. K. Valentine (rec. 5/6) beat J. G. Lawrie (ove. 3/6) 2-6, 6-4, 8-6.

Handicap Doubles.

B. E. Green and D. S. Green (ove. 1/6) beat C. C. Stark and H. Graves (rec. 5/6) 6-3, 7-5.

(Continued on next column.)

INTERPORT BILLIARDS.

ANOTHER HOME VICTORY AT CLUB LUSITANO.

The second game of the Portuguese Billiards held yesterday evening at the Lusitano Club resulted in another win for Hong Kong. Mr. A. A. Silva of Shanghai met Mr. C. F. Vax in a game of 500 up, and the latter won comfortably by 100 points. Mr. Vax's average was 4.58 while his best break was 45 points. Mr. Silva for Shanghai averaged 3.88 and his highest break was 21. The result of this match now gives Hong Kong a lead of 250 points. This evening Mr. A. A. Sousa of Shanghai meets Mr. H. F. Lutz for the third event of the Billiards tournament.

The Exhibition Match.

Mr. E. D. Bush met the local champion, Mr. A. J. Omond, in an exhibition match of 750 up which Mr. Omond won by 243 points. Both players were in form and some very spectacular shots were seen. Mr. Omond was perhaps a little too careless now and again with an easy shot, and spoilt what might have been an interesting break. However, he did not disappoint his audience and following a series of small breaks he made two of 89. Mr. Bush also played a very good game and made four breaks of over 40.

At the interval Mr. Omond was leading with 420 points to Mr. Bush's 257, and their averages were 15.3 and 13.1 respectively. The second half was not so interesting, and neither player succeeded in making a break of over 50. Mr. Bush, however, came near it with 49 points. By a series of small breaks averaging about 50 Mr. Omond increased his lead and won the game with a final break of 49 unbroken. The averages at the conclusion of the game were—Mr. Omond 13.23 and Mr. Bush 12.37.

Another Exhibition Match.

Mr. E. D. Bush has consented to meet Mr. Omond in another exhibition match at the Club Lusitano on Thursday evening at 8.15. The charge for admission will be the same, \$1.00. Mr. Bush has agreed very prominently in the Shanghai Billiards Championship and out of the seven occasions he has entered, he has succeeded twice in gaining the runner up position. He hopes, with a little practice, to give Mr. Omond a better game to-morrow evening.

HOME FOOTBALL.

ENGLISH LEAGUE MATCH RESULTS.

[THROUGH REUTER'S AGENCY.]

LONDON, March 18th.

The following are the results of English League matches played to-day:

Division I.

Tottenham 0, Portsmouth 3.

Division II.

Barnsley 3, Stoke 1.

Division III (Southern).

Luton 2, Northampton 0.

BRITISH BOXING TRIUMPHS.

SCOTT AND HILL WIN ON POINTS.

[THROUGH REUTER'S AGENCY.]

LONDON, March 19th.

Johnny Hill (British Champion), beat Emile Pladner (French Champion) on points in a fifteen round contest, at the National Sporting Club last night for the European Flyweight Championship.

The boxers weighed in during the afternoon and both weighed 7 stone 13 pounds.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 19th.

In a 10-round heavyweight contest here, Phil Scott, the British champion, defeated Pierre Chiriac, the Belgian champion, on points.

TO-DAY'S MATCHES.

Open Singles.

Ng Sze Kwong v. T. Akiyama.

Open Doubles.

Luk Kang Cheung and Luk Ding Cheung v. Lee Wai Tsoi and Lee Wood Tsoi.

V. M. Tregear and J. R. Kealy v. S. A. Hussain and S. E. Hussain.

Dr. I. Newton and Dr. D. J. Valentine v. E. de Sousa and A. V. Remedios.

Burg-Lé-Comdr. Hurst and Dr. J. R. Craig v. T. Fujieda and Y. Hachima.

Handicap Singles "B."

C. H. Bradley (ove. 1/6) v. H. C. Macdonald (rec. 1/6).

J. Wilkie (rec. 5/6) v. H. Graves (rec. 3/6).

Mixed Doubles.

Mrs. W. Woodward and G. W. E. Bishop (rec. 2/6) v. Miss Coppin and A. G. Coppin (rec. 1/4).

Mr. and Mrs. G. H. Sayer (rec. 3/6) v. Mr. and Mrs. R. R. Valentine (rec. 2/6).

CINEMA NOTES.

"THE MIDNIGHT GIRL."

A STORY OF AMERICAN OPERA AT THE STAR.

[BY OUR FILM CRITIC.]

"The Midnight Girl" is a picture, unfortunately all too familiar on the screen, of the power of a wealthy man, over a none-too-wise, and, of course, ravishingly beautiful, girl. The lady of the title is a Russian refugee who hopes to become an American prima donna. Miss Lila Lee acts quite well but cannot at present be numbered among the stars of Hollywood. She is given her chance by the virtuous son of the wealthy patron of opera and operatic singers. Don Gareth Hughes is engaged to a society girl, but throws her over in favour of the heroine, after leaving his father's house on account of the lady whom "The Midnight Girl" supercedes.

Rather an unpleasant little story so far but you get a few final scenes which show the rich man happily married to his operatic mistress watching the Midnight Girl playing "Carmen" on the stage, from whence we know she will go covered with honorable adulation to the arms of her husband, Don.

Although "The Midnight Girl" is nothing like so good a film as the one from which its title was lifted, "The Midnight Sun," yet it is without those obvious crudities which marred Miss La Plante's picture, and the struggle between villain and heroine is convincing without being disgusting.

It is quite an efficient picture which has a story to tell and it tells with very little fuss or subtlety.

"THE CAMPUS FLIRT."

A rollicking story of college life, "The Campus Flirt" comes to the Queen's Theatre on Sunday next. Bebe Daniels is cast to college by her father, who feels that his daughter's arrogant ways are merely a veneer through which the girl's true character will show after mixing with the other students. The picture throughout has a true American college atmosphere, the outdoor scenes having been photographed in the grounds of the University of California, and shows a complete racing track.

"PRESIDENT LINCOLN" PASSENGERS.

Among passengers aboard the *President Lincoln* which arrived here yesterday were the following:—For Hong Kong: Mr. William B. Allen, accompanied by his wife, Mr. Allen is the assistant manager of the Fish Flouring Mills Co. of Seattle, Washington, and is on a business and pleasure trip around the world; Mr. K. L. Dugan, who is connected with the National City Bank of New York, and is to join the Hong Kong staff of this firm, Mr. Malcolm H. Smith, a prominent business man of Calcutta, who is just returning from a business trip through Japan; Mr. Denis C. Walmsley, the general manager for the Far East of John Dickinson Co., Ltd. of Singapore, who is en route to Singapore and then on to Liverpool; Mr. Wong Kam Fok, accompanied by his wife and daughter, Mr. Wong is the proprietor of the Kwong Wah and Gowwa Co. and is just completing a business and pleasure trip through Japan.

LOCAL FOOTBALL.

TO-DAY'S LEAGUE FEATURES.

The following games in the Hong Kong League are down for decision to-day:

Division I.

Kick off at 4.45 p.m.

China Athletic v. South China. H.K.F.C. ground. Referee: Mr. Baldwin.

Club de Recreo v. Kowloon F.C. King's Park ground. Referee: Capt. Austin, M.C.

M.M.

Scots Guards v. Queen's Regt. Soccerpoo ground. Referee: Mr. Smith.

The Athletic having won the league, interest now centres in the runners-up position. At present, this is held by the K.O.S.B.'s, who are two points ahead of the Scots Guards. The latter have a game in hand and a win to-day at Soccerpoo will place the Guards equal with the K.O.S.B.'s. The R.A. are equal in points with the Guards. The Gummars are due to meet the present leaders at Soccerpoo on Saturday next and should the Gummars win, there will be three teams with the same number of points, that is, if the Guards are successful to-day.

FLAT MURDER INQUEST.

SON'S EVIDENCE OF A VOICE INSIDE.

"PUT THEM UP!"

LONDON, February 16th.

The inquest was opened at Paddington Green on Mr. Alfred C. B. Webb, an accountant and hotel proprietor, who was shot down at his flat at 20, Pembroke Square, Nottingham Hill, Oct. 4.

The Coroner, Mr. H. B. Oswald, said that obviously this was a case of a very cruel murder by a thief who escaped with some of the property.

Son's Evidence.

Clifford Bertram Webb, a son of the dead man, said about 6 o'clock he drove his father home in the car, and they reached Pembroke Square about 6.30. A friend of his father, Mr. Frank Sweeney, was with them. The flat was on the first floor and they all went up.

"My father put his key out of his pocket," said Mr. Clifford Webb. "We noticed that the window panel of the door was broken. My father pushed the door open as far as it would go. The chain was up, and it opened about four inches. My father called out, 'Is that you, Kiddy?' meaning my mother."

Mr. Oswald: Did you notice when you were outside the front door that there was a light inside?—Yes.

"Look Out!"

When his father found he could not open the door any further, he said, "Look out; there is someone in there."

Having the door slightly opened, added Mr. Clifford Webb, "he could see in, and I think that was when he saw the man. Then he suddenly said, 'Run,' meaning apparently for the police. A voice inside the flat said, 'Put them up!'"

Do you think you would know the voice again if you heard it?—I think it was a put-on voice. It was as though he was speaking under a sort of strain.

Of course, it was a very short phrase. You don't think you would recognise it again?—I should not like to swear to it. If I heard it in similar circumstances I might. The first time he (his father) said, "Run," Mr. Sweeney ran, and I stood there and he told me again to run, and I did. When a man was a little way outside I heard a shot. I was about 15 yards from the gate. It was a report like the sound of a pistol, and was not very loud.

Man Who Ran Away.

What did you do then?—Just after that I turned round and saw a man come out of the gate and run away in the opposite direction. I had turned to the left when I came out, towards Baywater Road.

You saw a man come out of the flat?—I did not see him come out, but I saw him running away from the entrance. I ran after him in the direction of Westbourne-grove, down Chesham-place.

Did you happen to see him carrying anything?—No, nothing large, anyway.

Did you see him throw anything?—No, I did not see him actually throw anything.

You chased him and lost him?—Yes.

He seemed pretty active; he was very swift, was he?—Yes, he was running very fast.

After that, when you lost him, did you return to the flat?—Yes.

And did you see your father lying down?—Yes, halfway up the stairs. Blood was pouring from a wound just above the left eye.

F.O. Charles William Cockman, of Nottingham Hill, who was also called to the flat, said he saw a man run across from the corner of Pembroke-square.

Mr. Oswald: I don't propose to take the next piece of evidence you could give me. I won't ask you about that man.

Dr. D. N. Rooy Jones, of St. Mary's Hospital, Paddington, who had charge of Mr. Webb after his admission to hospital, said there was no evidence of scorching about the wound, showing that the weapon must have been fired from a distance. A bullet was found in the brain.

A revolver was handed to Dr. Jones by Detective-Inspector Horwell.

Dr. Jones said that before the bullet was mishapen he believed it would have fitted the revolver.

Adjourning the inquest, Mr. Oswald said that if there were an arrest in the meantime he would dismiss the jury.

AN ARREST.

A Bookkeeper's Clerk.

LONDON, February 24th.

It was officially announced by Scotland-yard that Frederick Stewart, aged twenty-eight, a bookmaker's clerk, of Southend-on-Sea, has been charged with the murder of Mr. A. C. B. Webb.

He will be brought up at the Marylebone Police Court.

Police Search.

Stewart was charged with the murder at Paddington Green Police Station after many hours of intensive work by the Scotland-yard detectives engaged in the case.

(Continued at foot of next column.)

GRAVESIDE REJOICING.

REBECCA JARRETT BURIED BY THE "ARMY."

SIMPLE FERVOUR.

LONDON, Feb. 24th.

The body of Rebecca Jarrett, the old Salvation Army worker, whose trial with General Bramwell Booth and W. T. Stead for the abduction of a girl, was the sensation of the 'eighties, was buried yesterday in Abney Park cemetery.

Commissioner Lamb, of the Salvation Army, conducted the service in the Florence Booth Hall, Hackney, and afterwards at the graveside. The congregation was almost entirely of Salvation Army officers. They were not sad; it was not, with them, a day of mourning but a day of rejoicing.

The commissioner sat behind a long table on the dais facing rank on rank of his fellow workers. Commissioner Catherine Booth was on his right. The table was hung with white satin ribbon. There was no crape. Every member of the Army wore a white satin armband. A band, with silver instruments glinting in the pale light, sat to one side. Red and blue flags were piled in two trophies flanking the dais. The words "Blood and Fire" were blazoned on them. And between the flags lay the coffin.

No Flowers.

There were no flowers on it, just as there was no hint of the ceremonial of death in the service. It was partially covered by a flag, Rebecca Jarrett's Bible the Bible which she had taken with her to prison—lay over her heart.

They sang a hymn. A woman rose and led them in prayer. Then Commissioner Lamb stood up, looking round the hall and smiled. He told them about Rebecca, their dear sister, and, as he spoke, the stark, primitive sincerity of this uneducated Christian set became vocal in his listeners with murmured phrases of praise to God. "I rejoice that Rebecca is with Jesus," he said. "Hallelujah! Hallelujah!" The old cry of the Jews seemed to form itself from the lips of half a dozen women.

He described how the dead woman was converted from her life as a keeper of a house of ill-fame by the wife of a Salvation Army captain.

"A Miracle."

"And is it not a miracle, an ever living evidence of the power of God that she was saved? This woman who had lived in the depths of depravity, in the blackest sin? He flung out a hand; he pointed before him. There lay the coffin with the Bible on it.

Commissioner Catherine Booth spoke. She described how her mother and a friend had prayed with Rebecca for seven hours at a time when her faith weakened and she wished to go away—back to her old life. She said how happy Rebecca was in her old age. "I saw her a fortnight ago in the home, and I said, 'Well, Rebecca, I thought you were going to heaven. And she replied, 'So was I, but these officers are being so kind to me that they're keeping me back!'" Miss Booth and her listeners smiled.

There is a homeliness of faith, a familiarity with the Divine, about Salvation Army people that is as awe-inspiring in its way as a cathedral.

Raptures.

They sang another hymn—"We'll all shout Hallelujah as we march along the way!" The band blared, the voices of women rose in rapturous, high-pitched rhythm. Another prayer, then another hymn, and before they sang the last verse, Commissioner Lamb gathered up their enthusiasm with an affectionate injunction to "Let us go!"

The band headed the procession to the grave. There was another hymn. A woman sang "Lead us, O Lord, we pray, to the gates of glory." Commissioner Lamb, smiling again at those who smiled back at him, paid a final tribute to Rebecca, and marvelled at the mercy of Jesus, who had saved "this ex-brothel keeper, our sister and comrade."

An old "soldier," ninety-one years of age, stepped forward, took off his cap, and testified to the glory of God. "I'm not sad," he cried. "I'm rejoicing. I've found heaven on earth. God is here in my heart; you can't separate us! And soon I'll see him, and Rebecca!"

And again they cried "Hallelujah!" There was light in the cemetery. It came from a hundred ecstatic faces uplifted to follow the flight of Rebecca's soul.

Late on Wednesday night Chief Constable Walsley arrived at Paddington Green Police Station and remained there for several hours with Divisional Detective-Inspector Horwell and others, while the latest information was being pieced together.

At dawn yesterday detectives made further inquiries, and four plain-clothes men searched the gardens of houses along the route taken by the murderer in his flight for jewellery stolen from Mr. Webb's flat. Two articles are said to have been found.

Many of the detectives engaged on the case have been working for forty-eight hours without sleep, as a number of new inquiries had to be made with as little delay as possible.

(Continued at foot of next column.)

MALTA NAVAL INCIDENT.

FIRST OFFICIAL STATEMENT.

ORIGIN OF TROUBLE WITHHELD.

[THROUGH REUTER'S AGENCY.]

LONDON, March 19th.

The first official disclosures regarding the incidents on board H.M.S. *Royal Oak* were made in the House of Commons by Mr. W. C. Bridgeman, the First Lord of the Admiralty, to-day.

In answer to questions, Mr. Bridgeman said that the Admiralty concurred with the action taken by Admiral Sir Roger Keyes as regards the three officers concerned, Rear-Admiral Collard, Captain Dewart and Commander Daniel.

Rear-Admiral Collard had, he said, been relieved by order of the Admiralty and was returning to England.

Certain issues from the point of view of discipline remained, and the Board of the Admiralty had decided that in the interests of the Service, these should be investigated by Court-martial, which would be convened at Gibraltar as soon as proper observance of the regulations admitted.

Captain Dewart and Commander Daniel, who are now in London, will proceed to Gibraltar at once. The proceedings at the Court-martial will be public.

A Written Statement.

In detailing to the House the incidents on board H.M.S. *Royal Oak*, Mr. Bridgeman said that on March 19th, immediately before the Fleet was due to sail for the Atlantic Fleet, exercise by the Atlantic Fleet, Captain Dewart and Commander Daniel handed a written statement to Rear-Admiral Collard making reference to differences which had arisen.

The sailing of the Fleet was postponed for fifteen hours. A Court of Enquiry consisting of the Vice-Admiral and two Rear-Admirals being convened to investigate the matter.

Creditable Reasons.

The Commander-in-Chief, Sir Roger Keyes, on receipt of the report of the Court of Enquiry, proposed that Rear-Admiral Collard's flag be transferred to H.M.S. *Resolution*, but for wholly credible reasons, Rear-Admiral Collard preferred to leave immediately.

Sir Roger Keyes then directed him to strike his flag and to remain at Malta, while Captain Dewart and Commander Daniel were relieved of their positions in H.M.S. *Royal Oak* and directed to return to England.

In response to an Admiralty request for a report of the nature of the differences and the Court's findings, Sir Roger Keyes had stated that it was impossible to telegraph an adequate summary which was not liable to misinterpretation.

No Hasty Statement.

The First Lord urged to the House that the Admiralty was unable to issue a definite statement and a hasty generalization might seriously prejudice the careers and professional reputations of the officers concerned.

Mr. Bridgeman added that Capt. Dewart and Commander Daniel paid a visit to the Admiralty on their arrival in London on March 19th, and requested reinstatement to H.M.S. *Royal Oak* or alternatively, a Court-martial.

Mr. Bridgeman then announced that a Court-martial, which will be held in about ten days on board a ship in the Mediterranean Fleet, had been ordered.

Action Approved.

He firmly declined to state the events leading up to the trouble lest, he said, this should prejudice the Court-martial proceedings.

After careful examination of the report of the Commander-in-Chief the Admiralty Board concurred in the action taken by the Commander-in-Chief in regard to all three officers.

WALL STREET'S FINANCES.

PRIVATE INVESTORS TO THE RESCUE.

ENORMOUS DEALS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 19th.

According to the Federal Reserve Board's monthly report, private investors in industrial organizations came to the relief of Wall Street during the recent tremendous stock exchange activity in order to maintain the supply of cash-money for carrying on the speculation.

The total cash loans is estimated to be \$4,000,000,000, despite the fact that the banks have withdrawn the past two months.

Brokers' loans by other lenders than banks amount to \$1,000,000,000.

FRENCH REVENUE.

BIG INCREASE IN RETURNS.

[THROUGH REUTER'S AGENCY.]

PARIS, March 19th.

The revenue returns for February, totaled \$544,000,000, francs, as compared with \$517,000,000 francs as compared with February last year, and \$522,000,000 francs more than the Budget forecast.

CHILD'S DEATH FROM RABIES.

CASE AT SHANGHAI.

SHANGHAI, March 18th.

There will be general sympathy with Mr. and Mrs. W. H. Ferris in the loss of their little son, Roger Owen, aged 5 years and 10 months, who died yesterday in the Isolation Hospital from hydrophobia, the result of a bite by a mad dog.

Little Roger was playing with other children in Hongkew Park, on February 23rd, when a wren who had managed to get through the park fence charged into the group, snapped at Mr. Ferris's son and bit him on the left eyelid. Subsequent examination revealed other wounds—five in all—on his hand and elsewhere, though it is not known whether these were bites or scratches. It is understood that two Japanese children also were bitten by the same dog. Inspector Mackintosh and other policemen who were near promptly despatched the dog, who subsequently on a veterinary examination, was certified to be suffering from rabies.

With commendable promptitude, the little boy was hurried off and given the Pasteur treatment, and it was confidently believed that he was out of danger, even when the dog's condition was made known. For a fortnight, the little patient progressed most favourably, but complications ensued and he was removed to the observation ward of the Isolation Hospital, where the doctors said, for one so young, he made a wonderful fight, even when there seemed to be no further hope, but he died at 1.30 p.m. yesterday.

The medical profession took a special interest in the case, no fewer than ten doctors giving the benefit of their experience and resorting to every known treatment to limit the little body could stand.—*Yokohama Daily News.*

"EMPRESS OF AUSTRALIA" PASSENGERS.

THREE INJURED IN JAPAN.

TOKYO, March 4th.

One English lady and two American ladies, all of them passengers aboard the "round-the-world" liner *Empress of Australia*, were victims in a motor crash near Kamakura yesterday. They were Mrs. Clara A. Hunt (50) of Birmingham, England; Mrs. Paul J. Christian (52) of Washington, D.C., and Miss Josephine L. Higgins (48) of New York. The first named sustained a broken leg, while the others received numerous bruises and lacerations. The driver of the car, a Japanese, escaped unscathed.

The party left Yokohama for Kamakura, and the treacherous slush that invariably follows a fall of snow in Japan caused the car to skid, collide with a telephone pole and turn turtle. Help was summoned by the chauffeur and the unfortunate lady tourists given first aid at a Kamakura hospital and afterwards brought to Yokohama. All were able to take the boat when the left Yokohama, but Mrs. Hunt will have to keep her leg in a plaster cast for the rest of the trip.

BEAUTY CONTEST IN HARBIN.

CAUSES SCENE IN EDITORIAL OFFICE.

HARBIN, February 22nd.

One of the local Russian papers started a beauty competition a short while ago, offering valuable prizes to the winners. As the Russians fall for anything new, the competition became the talk of the town, until a letter appeared in another paper, asking how it was that the lady with the most votes at the time could possibly be termed at all beautiful, and hinted generally that the whole competition was a cheap way of getting in new subscriptions. An uncle of the lady in question, a well-known business man, visited the offices of the second newspaper in a highly excited state, calling the editor of the first paper all sorts of names for having started such a competition. It was in vain that these present tried to calm the excited gentleman, who working himself into a frenzy, began throwing on the ground things lying on a desk, necessitating his forced removal from the office.

Both the papers belonging to the "Left" Russian press and the "Right" papers contained the anti-beauty campaign started by the indignant editor, but it was a disgrace for any self-respecting Russian woman to let herself get advertised in this manner, and the result was that more than half the candidates who led the competition publicly, through the medium of one of the opposition papers, withdrew their names. The competition is still going on, but thanks to opposition on the part of many fair ones themselves, public interest has altogether abated.

"WHIPPET"

As a result of more economical packing methods, we are able to announce still further price reductions, as from March 19th, 1928.

The "WHIPPET" Model "98" stands alone in car value for 1928.

GILMAN & CO., LTD. | DURO MOTOR CO., LTD.
HONG KONG. | KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, MARCH 21st, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Further Price Cuts—Dirt Track Races—A Ford Innovation—France Reduces Motor Accidents—
"Intolerable Taxation" in England—Survey by Aircraft—The Transport of Heavy Articles—
American Car—New Motor Invented by Swede.

"WHIPPET"

REDUCED PRICES
FROM MARCH 19th, 1928.

CHASSIS	H.K. \$1,325.00
TOURER	1,550.00
ROADSTER	1,720.00
COACH	1,850.00
COUPE	1,850.00
SEDAN	1,950.00
CABRIOLET COUPE	1,750.00

GILMAN & CO., LTD. | DURO MOTOR CO., LTD.
HONG KONG. | KOWLOON.

Significant testimony to the Superiority of the BRITISH MORRIS

"With regard to the Cowley, I can assure you that I never want to drive anything better, and it is my intention immediately I arrive in Bombay to purchase another one."

I might mention I have had a lot of experience on the other side with American cars, but I am certainly going to swear by Mr. Morris's machine."

facsimile of letter

THE above letter addressed to a Morris Dealer by a gentleman who has had wide motoring experience on both sides of the Atlantic provides a very valuable hint to everyone about to buy a car.

THE HONG KONG HOTEL GARAGE,
25, QUEEN'S ROAD CENTRAL,
(THE HONG KONG AND SHANGHAI HOTELS, LTD)

INSURE
YOUR
MOTOR
CARS
WITH
GILMAN'S

"OCEAN" COMPREHENSIVE
POLICY.

106

Prest-O-Lite
STORAGE
BATTERY

The choice of motorists everywhere—a battery that has proven its worth in every country of the world.

HONG KONG
HOTEL GARAGE

Prest-O-Lite
For Light and Power

MOTOR NOTES.

FIAT TRIUMPH AT BOMBAY.

In speed trials on the sea front at Bombay, under the auspices of the Western India Automobile Association, a 10-15 h.p. Fiat recently secured the 1,500 c.c. championship by establishing local records for the half mile with standing and flying starts. For the former the time was 32.2 seconds, or 49.4 miles an hour, while for the latter the time was 20.2 seconds, which is equal to an average speed of 60.4 miles an hour. The 10-15 h.p. Fiat also won the handicap event for 1,500, 2,000, 3,000 c.c., and unlimited classes, although having to give starts to cars of much greater engine capacity.

THE PROGRESS OF THE PNEUMATIC TYRE.

Pneumatic tyre equipment, not only on small goods and passenger vehicles, but on those of large capacity, has developed rapidly in the past two years and, fortunately, early failure with such equipment did not dishearten users, for the tyre manufacturers, with admirable enterprise, tackled the problem of the large pneumatic with such energy and perseverance that their products are now achieving almost unlooked-for success. This has been proved by the general approval and the high opinions expressed regarding pneumatic tyres by a number of prominent users selected at random, from whom *The Commercial Motor* has recently obtained reports. The average mileage obtained has exceeded the most sanguine expectations. Reasonable overloading has caused no failures and no cases of accident that could be ascribed to burst have been brought to our notice. Occasional punctures are unavoidable, but even in this respect the average mileage between such incidents, in the cases of which particulars have been obtained, has been remarkable, being something over 30,000 per vehicle, so that if the liability to puncture were the same for each tyre something between 150,000 and 180,000 miles per tyre would be obtained. This means that many tyres do not experience a single puncture throughout their lives.

These results apply, of course, to passenger vehicles only, where, admittedly, the work involved is perhaps not so arduous as is found in the case of vehicles utilized for the transport of goods, but they form a good basis upon which to draw conclusions, and we have no doubt that it will not be very long before all, except the very heaviest of goods vehicles, will be similarly equipped, with corresponding benefits to the road, the vehicle and the load.

INSURANCE.

The whole basis of motor insurance as at present conducted leaves room for very considerable improvement. There is protection in the average comprehensive policy against risks which thousands of motorists seldom or never incur, whilst there are other risks covered which, owing to special circumstances, are not by any means of universal importance. For example, says *The Light Car and Cyclecar*, a man who runs an out-of-date car, worth, perhaps, only £25, has no need to insure it against theft; a huge proportion of motorists gain nothing by their comprehensive policies protecting them against third-party claims whilst they are driving other people's cars, and few private owners need protection when their cars are being driven by others, for the very simple reason that they never allow anyone else to touch them. If insurance companies would clear up matters of this kind and study the insurance problem from the motorists' point of view instead of purely from their own, there would be a much better feeling between insurer and insured.

A REVOLUTIONARY ENGINE.

The R.101, which is being built by the Royal Airship Works at Cardington, possesses a framework largely built of stainless steel. The engines of this vessel will be of a type using crude oil fuel and developed by William Beardmore & Co. Known as the "Tornado," this motor runs on a form of cheap crude oil costing something like a quarter of the price of the aviation petrol used in existing aero engines. Oil 350 h.p. is dispensed with carburettor, sparking plugs and magnet; the performance of this type will certainly be watched with more than ordinary interest, for its extensive employment would, among other things, result in cheaper air travel.

NEW HUDSON SALES RECORDS.

Officials of the Hudson Motor Car Co. report that orders so far received this year are greater than ever before in the Company's history. Retail sales in New York during the show were twice what they were the previous year, and sales to the middle of January were more than for the entire month last year. In response to these increased sales, the production schedule has been increased to 1,400 six-cylinder cars a day. In order to increase production facilities, a two-story building is to be constructed near the Detroit factories in the next 40 days.

NO MOTOR-CYCLE SHOW IN 1929.

It will probably come as a surprise to the average motor-cyclist, and to many members of the trade who are engaged on the retail side, says *Motor Cycling*, to learn that it is quite possible that the Olympia Motor Cycle Show will be held once every two years after 1928 and not annually, as hitherto. Arrangements are already in hand as regards this year's exhibition, but the fate of the 1929 Show is in the balance, and it is possible that it may not be held at all.

OIL FILTER IMPORTANT.

If you could see what goes on inside your automobile engine you'd be amazed at what happens to the oil.

As the oil circulates through the bearings and moving parts, it is constantly picking up fine particles of metal, bits of dirt and other abrasive material.

To prevent serious wear and other trouble in the engine, this abrasive matter is being constantly removed from the oil by the oil filter.

The filter works automatically and without attention, for long periods of time; and, because of its purifying action, the same oil can be used for perhaps 2,000 miles.

But remember this: When, after long use, the filtering unit becomes filled with dirt, sludge, etc., taken from the oil, it can no longer do the job as it should.

Therefore, be sure to have your oil filter tested from time to time.—*Manila Times*.

A SERVICE FETTER.

Now that service stations are becoming so numerous and that the principal seems to be generally established that if anything goes wrong with a car the proper thing to do is to take it to the appropriate depot, it seems that the time has come when the old fetter—born of lack of standardization—of never transferring a part from one car to another is due to die.

At present, if one has, say, a leaky radiator, most of us would be quite content to take it to the service station and swap it for another in a better condition. In practice, however, we have to make one visit to the service station for our radiator to be replaced with a "service" one, and a second visit for our own radiator to be replaced after it has been mended.

Personally, says a writer in *The Light Car and Cyclecar*, I see no reason why one should not run a car with a defective back axle to the makers' service station, get it exchanged for another which had been overhauled and let the matter end there. These things will, doubtless, come in course of time.

WINNER OF THE SCHNEIDER CUP—SOME DETAILS.

Now that certain restrictions have been removed by the British Air Ministry, it is possible to give some details about the wonderful Napier Lion engine which made victory possible in the race for the Schneider Trophy last year.

Like all the Napier Lions, this engine has 12 cylinders arranged in three blocks of four cylinders each. The bore is 5 1/2 in. and the stroke 8 1/2 in. A feature is the exceptionally high ratio of 10 to 1.

The overall dimensions are particularly interesting: the height being 2 ft. 10 in.; width, 3 ft. 2 1/2 in.; and length 8 ft. 6 in., enabling it to be installed in aircraft having a small fuselage. Developing 875 h.p. at 3,200 r.p.m., the engine only weighs 835 lb. so that for every horse-power developed there is under one pound of weight. The oil consumption is about 2 gallons an hour, while it consumes fuel at the rate of 80 gallons an hour.

The winning Supermarine-Napier machine was actually fitted with an entirely new design, double reduction spur gear. This did not alter the frontal area or streamline shape of the aircraft, though it increased the weight to 1,050 lb. per h.p.

FURTHER PRICE CUTS.

ECONOMIES IN WHIPPET PACKING.

A SOUND POLICY.

The "Whippet" manufacturers only a month or two ago announced a large reduction in prices which at one blow brought the car right into the forefront of the light car market. At that time it was announced that the reduction was not in the nature of a first step in a price war, but simply that increased production and trouble-free running had brought a surplus profit, above what was calculated. This surplus the company utilized to reduce prices rather than to pay increased dividends.

Above all it was emphasized that the lower price did not mean in any way lower value. The car that had been on the road for eighteen months at the old price was the same car which was being offered at \$1,825 for the touring model.

Another Reduction. Messrs. Gilman & Co., Ltd., the local agents, now announce that the local prices of the "Whippet" model "98" have been still further reduced, in the case of the Touring Car by \$75 or \$1,550.

This last reduction is the result of economies which have been effected in the packing of the car, and these economies, following the same admirable policy as before, are being passed straight on to the purchaser.

All Sold.

The new prices came into effect last Monday, when the first consignment at the new price was already being unpacked at the Duro Motor Co.'s Garage in Nathan Road, the service station for "Whippet" cars. All the cars in this consignment have already been sold, but a further lot is due to arrive on April 5th. At such a price, and with the high standard of performance of the car, the "Whippet" calls for the greatest consideration in the light car market.

NEW MOTOR INVENTED BY SWEDE.

GREAT ADVANTAGES CLAIMED.

A Swedish engineer A. Wennerby in Gothenburg has completed and tested a new type of two-stroke high-speed motor of a highly simplified construction. According to statements by the inventor, the new motor can be run on both light and heavy fuel oils. Many delicate and expensive parts have been eliminated. It has no valves, and the piston does not enter the crank case as in ordinary motors, whereby more effective lubrication is made possible, as the viscosity of the lubricating oil in this way is not affected by the heated piston surface. The simplified construction of the various parts gives the motor greater resistance and durability. The motor starts instantly, runs smoothly and noiselessly, and its speed can be regulated from 100 to 2,000 revolutions. In trying to eliminate the faults of earlier types the inventor has adopted an outside crankshaft instead of an inside one and has been able to shorten the proportionate length of the stroke, which is 100 millimeters with a cylinder diameter of 120 millimeters. The speed of the piston has been reduced and is 2 1/2 meters per second, or about half of the speed in previous two-stroke motors. The present model has only one cylinder, but it can also be made with two or more cylinders for the use in boats, for railway transportation, automobiles, etc., with a capacity ranging from about 2 to 500 H.P. or more. The test model has 10 H.P., but is considerably smaller and lighter than other motors of the same strength. A Swedish company is being organized for the exploitation of the new invention.

NO LUCK!

Rustie (having stopped car hopefully): "Beg pardon, sir—but there's one of them peaky plainclothes 'picks traps a bit further on!"
Driver: "I know. We're the police squad going to relieve it." "Contact," in *The Motor*.

A FORD INNOVATION.

NON-SHATTERING GLASS.

The Ford Motor Company are the first manufacturers of cars to standardize on non-shattering glass and all the new model cars and trucks include this in their equipment.

Inspection of the New Ford Windshield Glass shows it to have the appearance of ordinary glass with clear vision. Its manufacture comprises two outside layers of glass with a plastic binder. The three are welded together under heat and pressure and the product

passes through seventeen operations before it is ready for use.

The Ford Motor Company, in selecting "Non-shatterable" glass for windshields, has eliminated about two-thirds of the danger of injury in motor accidents. The glass, remember, will not shatter, it will not scatter jagged fragments which cause so many serious injuries.

The use of the Non-shatterable glass windshields eliminates from the mind of the driver one source of danger he is always conscious of.

A man was asked what he would do if a water glass was crashed on the table in front of him and he answered, "I would cover my eyes with my hands" and that is instinctively what everyone thinks of in accidents when glass is involved.



THE POPULARITY OF DUNLOP

is due to the fact that the tyres have done and are doing all that is claimed for them. On the track or on the road they give complete satisfaction and will continue to do so. You can rely on what we say about Dunlop in our public announcements and prove it for yourself, if they are on the car you buy.

DUNLOP RUBBER COMPANY, LIMITED,
FORT DUNLOP, BIRMINGHAM.
LOCAL BRANCH:
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BE HAPPY AND SAVE MONEY.

A Sound Working Theory of Life
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(2224)

MOTORING NOTES (CONT'D.)

"DIRT TRACK" RACES.

THOUSANDS ATTEND LONDON'S LATEST SPORT.

England was introduced to motor-cycle dirt-track racing for the first time yesterday, when over 10,000 persons witnessed a sport which in Australia rivals greyhound racing, says a London paper.

The site chosen for the assembly was one of the most beautiful near London—at the back of the King's Oak Hotel, Highbeech, near Loughton, from which there is an unrivalled view over the northern part of the metropolis. The course itself was, however, in Epping Forest, the trees of which were freely used by the spectators.

The track, which consists of a mixture of cinders and dirt, is only a little over 13 feet wide. It is oval, and about a quarter of a mile in circumference. Speeds up to 70 or 80 miles an hour can be obtained on the straight portions, while the cornering is most spectacular, as the machines have to be driven round the bends in a series of skids.

Two Australian crack riders from the dirt-tracks in that country had come over to show how it should be done, and they did—until they met with a mishap which put them out of action.

The amateurs, however, from the Ilford Motor Cycle and Light Car Club, which promoted the meeting, gave a wonderful exhibition, and their keenness contributed to a fine day's sport.

Thrills.

There were many thrills during the actual racing, and I was particularly struck with the spirit of sportsmanship which pervaded the whole meeting. Time and again two riders would come into collision at high speeds only to pick themselves up, grin cheerfully at each other, and carry on.

There were large notices up stating that no betting was permitted, and during the day I did not hear one bet being offered or accepted.

One or two serious spills occurred, but as all riders wore "crash helmets" they were little the worse. In one case the front of one machine became locked in the back of another. The rider of the rear-most machine was thrown off, but the other competitor carried on with a machine hanging on his tail until he could get rid of it.

The spectators were kept well back from the narrow course, but several times they had to scatter as they thought one of the riders was coming into them. This, however, never actually happened.

The side-car racing also was most spectacular. How two machines with the passengers hanging out horizontally can pass each other on the narrow track, is a mystery, but the apparent miracle was performed many times.

One machine caught fire, but this was at a fairly low speed, and no damage was done. Altogether I can recommend this as one of the most thrilling sports I have ever witnessed.

SURVEY BY AIRCRAFT.

RECENT SUCCESS.

GREAT BARRIER REEF OF AUSTRALIA.

One of the fields in which there is a rapidly growing demand for aircraft is that of survey work, and a great deal has already been carried out in this direction in Canada, America and Australia. Only recently the Great Barrier Reef, covering some 100,000 square miles off the coast of Australia was successfully surveyed by the Commonwealth Government by means of a fleet of Supermarine-Napier Amphibian machines.

Another big air survey has been concluded by the Anglo-Perian Oil Co. in Papua with the aid of two Supermarine-Napier "Sea-gulls." In the course of this an area of 10,000 sq. miles was covered with a view to investigating the general structure of formation in which oil had previously been discovered. (Continued on next Column).

FRANCE REDUCES MOTOR ACCIDENTS.

FEWER IN PROPORTION TO CARS REGISTERED.

Automobile accidents are declining in France, according to L'Quest-Sportif, published at Le Mans. This paper points out that in some departments the figures show an actual numerical decrease and that in all sections there is a decrease in proportion to registration.

"In 1924," says a recent issue of this paper, "there were 1829 unfortunate victims of automobile accidents, representing .023 per cent. of the number of automobiles and motorcycles. In 1926 the 2160 deaths represented .031 per cent. that is to say 1 per cent. less in comparison with 1924. In other words, the number of fatal accidents is developing less rapidly than the number of vehicles registered."

The paper further points out that in the departments of Sarthe motor fatalities in 1926 totaled seven, as compared with eight in 1925, though automobile registration in that section has nearly doubled.

"INTOLERABLE TAXATION" IN ENGLAND.

REDUCTIONS AND REFORM CALLED FOR.

In five years the amount yielded by motor taxation in this country has more than doubled. In 1923 the sum brought in was £11,523,831, then considered a very large sum, and over two millions more than was estimated originally. In 1927 the amount rose to £23,456,373. From the latter amount the Exchequer takes approximately four millions as a luxury tax from private motorcar and motorcycle owners, leaving the Road Fund with £19,456,373.

Now, there can be no doubt whatever, remarks *The Motor*, that these figures indicate that as an individual the motorist is grossly overtaxed. Private people who own motor vehicles, comprising car and motorcycle owners, contributed no less than £11,760,019 of the 1927 total. Industry, represented by the motor trade, commercial goods-vehicle owners and the passenger-carrying interests are overburdened by this dead weight of direct taxation.

It is time to call a halt, both so far as the amount collected is concerned and also as regards the method of obtaining it. In America every encouragement is given to motoring in all its phases. Here everything is being done to discourage and hamper it. The average taxation in the United States is 23 1/2s. 8d. per vehicle; here it is the grossly inflated figure of £14 7s. 6d. for a private car taxed on horse-power, £26 10s. for motor passenger-carrying vehicles and £28 11s. 8d. for commercial vehicles. These figures show a discrepancy which at once emphasizes the urgent need for relief, and that can only be brought about by reduction and an all-round reform of our taxation system.

Our contemporary goes right to the root of the whole thing and contends that the Government should be content with less than the vast sums now being taken from private motorists and other contributors; £1 per horse-power is a monstrously high tax, and whether the system can be changed or not it should be reduced.

Sir Alan Cobham's ambitious 20,000 miles flight round the African continent is really in the nature of a survey flight in addition to its propaganda aims, for he has in mind the inauguration of various regular flying services in order to link up the more important towns.

His double flight between Entebbe on Lake Victoria and Khartoum, undertaken at the request of the East African Governments and the Colonial Office, was a fine achievement. He covered 2,700 miles in four days, the longest stage being 820 miles from Khartoum to Mongalla, which was flown in 8 hrs. 40 mins. Sir Alan is, of course, employing a Short-Rolls-Royce flying boat for his African tour, equipped with two "Condor" engines.

AMERICAN CARS.

FOREIGN LANDS ABSORB 500,000 IN 1927.

American motor cars, buses and trucks are desired by people everywhere, the world-wide survey by the National Automobile Chamber of Commerce indicates, according to W. F. Culbertson, president of the Pierce-Arrow Pacific Sales Company.

During 1927 over 500,000 American motor vehicles were sold in approximately 100 countries. Sales of American automobiles are increasing in all foreign lands. European distributors of United States manufacturers believe that more than 100,000 American cars will be sold in Europe this year.

The National Automobile Chamber of Commerce last year undertook, with the co-operation of leading automobile manufacturers of England, France, Germany, Belgium, Italy and Austria, to give the European people some idea of the advantages of highway transportation. The work will include a general survey of world highway conditions to ascertain the best method of speeding the building of more and better roads.

In addition to the survey meetings with bankers, public officials, manufacturers and automobile dealers will be held to prepare for and encourage motor transport development.

THE TRANSPORT OF HEAVY ARTICLES.

NEW KIND OF LORRY.

The conveyance of single heavy articles, such as pieces of machinery, electric transformers, boilers, etc., presents problems which but few transport concerns are prepared to tackle; consequently, the services of those which can undertake such work are in great demand, and the cost must necessarily be somewhat high, sometimes apparently out of proportion to the actual value of the articles carried.

The concerns specializing in such work have, in some cases, devised vehicles of their own for the purpose. Certain of these are weird and wonderful, and although capable of undertaking the work may not be as efficient in every respect as would be the case if they had been designed by makers already fully conversant with the construction of commercial vehicles intended for heavy loads.

In this connection, says *The Commercial Motor*, there has recently been produced a remarkable eight-wheeled tractor-lorry specifically designed for loads up to 25 tons, in which low loading is achieved by the simple expedient of lowering the end of the trailer and freeing the rear axle, of which there are two, so that the axle and wheels can be entirely removed. Incidentally, the rear portion of the vehicle hinges down to form a loading ramp.

The scheme appears to be one which has obvious advantages and which might be applicable to other (Continued on next Column).

£240,000 CARS STOLEN.

AVERAGE OF FOUR A DAY IN SYDNEY.

Sydney, N.S.W. Some idea of the extent to which motor thieving has grown in Sydney may be gained from the fact that more than 1,300 cars were stolen during 1927—an average of nearly four a day.

Assuming that the average value of each car was £200, £240,000 worth of citizens' property was handled by the thieves.

In many cases the cars were found, damaged considerably, miles from where they were stolen. Others were smashed irretrievably by joy-riders.

Unrecovered cars were fewer than a dozen. All the others had been either recovered or otherwise accounted for by the police.

Nowadays four detectives do nothing but handle car thieving cases and matters in which cars are concerned.

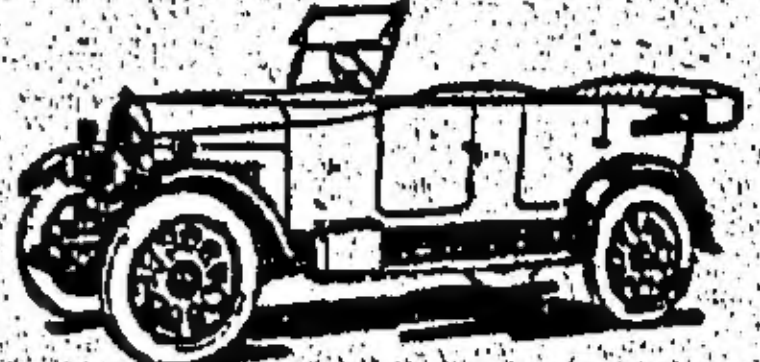
Vehicles of smaller capacity, providing that careful design ensured simplicity and low cost. The idea of bringing the platform down to the load is new so far as commercial vehicles are concerned, although utilized in such devices as breakdown trailers and, of course, on smaller machines, such as battery-electric trucks for use with villages.

The production of such a vehicle as that described reflects great credit upon the commercial-vehicle manufacturers concerned, and shows that the British maker is prepared to cope with any transport problem which is brought to him.

Humber

Built for Satisfaction Overseas

THE product of one of the oldest Car Manufacturers in the United Kingdom, the Humber 950 H.P. Model represents all the fine traditions of British craftsmanship. Its pleasing appearance, robust construction and dependable performance, are such as entitle its claims to be unexcelled for value among British Cars available in the East.



9/50 H.P. 2-3 Seater with Dicky Seat
9/50 H.P. 4-Seater Tourer
9/50 H.P. 4-Seater Sedan
14/40 H.P. 2-3 Seater with Dicky Seat
14/40 H.P. 4-Seater Tourer
14/40 H.P. 6-Seater Sedan
14/40 H.P. 8 Coupe with Dicky Seat

950 H.P. 4-Seater Tourer

Other Models of 20/55 H.P.

Duality Tyres and Front Wheel Brakes Standard

MOTOR CYCLES. The 149 H.P. O.H.V. "Sport" Motor Cycle is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of the strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

HUMBER LTD., COVENTRY, ENGLAND.

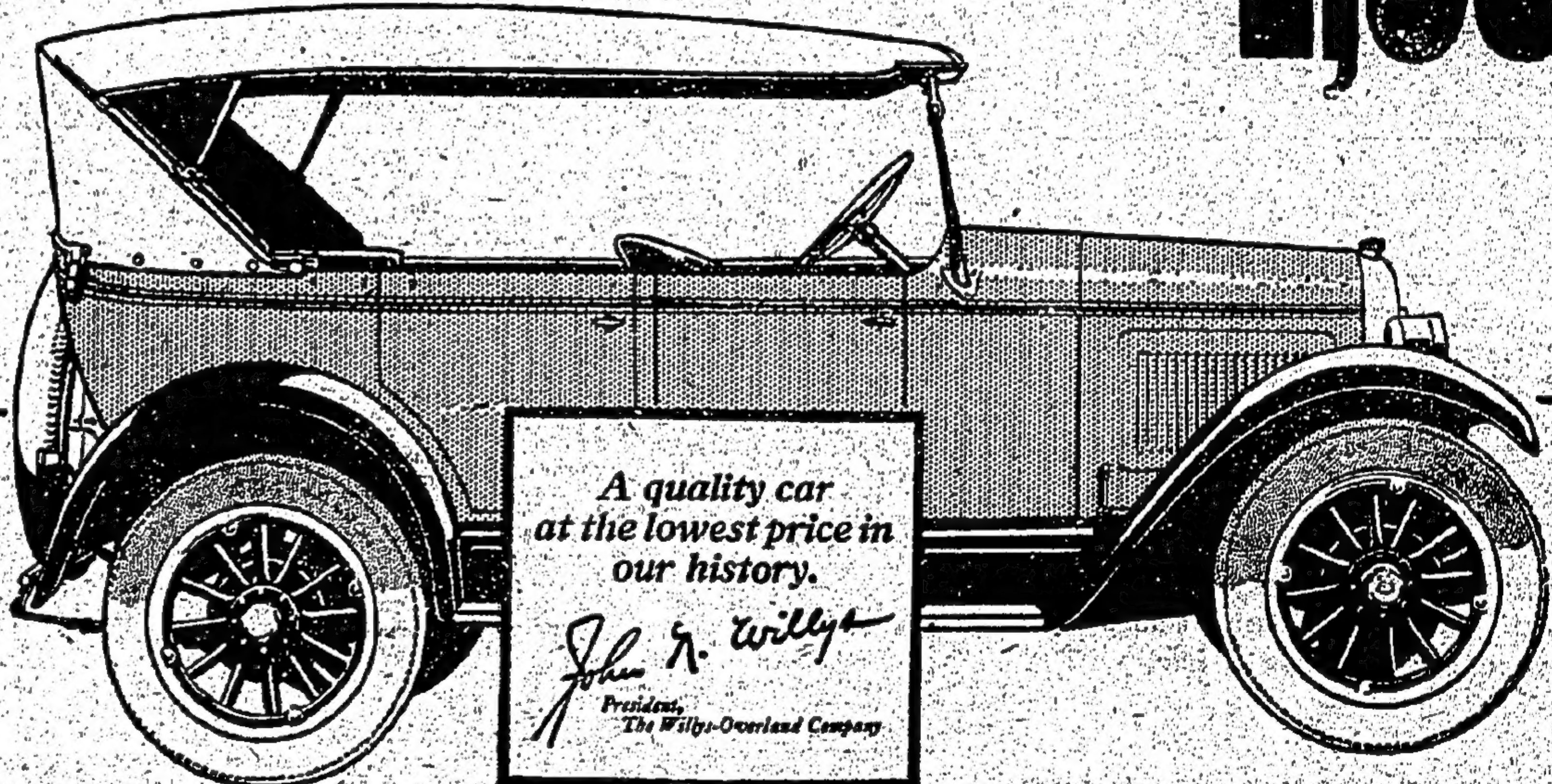
Representative Office: 52, Holborn Viaduct, London, E.C.1.

Hong Kong Agents:

MESSRS. LANE, CRAWFORD, LTD., Hong Kong.

Now you can buy the Perfected Whippet

for H.K. \$1,550



Old Prices: New Prices:

Touring	H.K. \$1,800	H.K. \$1,550	Only Whippet has ALL these:	
Sedan (4-door)	2,200	1,950	Large four-wheel brakes	U.S.A. economy record
Coach (2-door)	2,000	1,850	Rear petrol tank	Force-feed lubrication
Roadster	1,950	1,720	164 inches of springs	Lower centre of gravity
Coupe	2,000	1,850	Long leg room	Most efficient engine
Cabriolet Coupe	2,300	1,750	Silent timing chain	Greater speed, pick-up
			4.75 balloon tyres	Modern style bodies

Compare these new low prices with those of all other light cars. Then come in and let us show you in detail the Whippet's enormous superiority. You will quickly see how the Whippet will save you money and give you the greatest possible satisfaction.

THE PERFECT WHIPPET IS NOW ON DISPLAY FOR IMMEDIATE DELIVERY

THE "DURO" MOTOR CO., LTD.

NATHAN ROAD, KOWLOON.

GILMAN & CO. LTD.

HONG KONG BANK BUILDING, DISTRIBUTORS.

WILLYS-OVERLAND FINE MOTOR CAR

ON COASTAL SERVICE.

CHANGES IN SHIPS' PERSONNEL.

Mr. F. N. Booth, from reserve, has gone chief officer, *Yingchow*.
Mr. J. B. Graham, from Home on agreement, has gone acting third engineer, *Kwangchow*.
Mr. J. McAulay, third engineer, *Kwangchow*, is on reserve.
Mr. J. Will, from reserve, has gone sup'y third engineer, *Linan*.
Mr. R. D. Thompson, chief engineer, C.N. Co., is on Home leave.
Mr. W. Bell, from acting assistant superintendent engineer, C.N. Co., is on Home leave.
Mr. H. S. Lusk, from Home on agreement, has gone third engineer, *Hanyang*.
Mr. R. J. Allinson, third engineer, *Hanyang*, has gone sup'y third engineer, *Hsin Peking*.
Mr. P. H. Todd, second engineer, *Wuchang*, has gone second engineer, *Seichuen*.
Mr. A. C. Lemerle, second engineer, *Seichuen*, has gone second engineer, *Wuchang*.

Mr. A. Kowles, second engineer, *Taiwan*, has gone second engineer, *Yingchow*.
Mr. J. Said, second engineer, *Yingchow*, has gone second engineer, *Taiwan*.
Mr. J. Gardner, second engineer, *Taiwan*, has gone second engineer, *Yingchow*.
Mr. W. Gordon, second engineer, *Taiwan*, has gone second engineer, *Yingchow*.
Mr. W. Wishart, sup'y chief engineer, *Hsin Peking*, is on Home leave.
Mr. W. Kerr, sup'y chief engineer, *Hsin Peking*, is on Home leave.
Mr. M. Hull, chief engineer, *Mingang*, is on reserve.
Mr. J. Bennett, from reserve, has gone chief engineer, *Mingang*.
Mr. W. F. Smith, sup'y second engineer, *Taiwan*, has gone sup'y second engineer, *Taiwan*.
Mr. J. Fowles, sup'y second engineer, *Taiwan*, is on reserve.
Mr. D. Smith, from reserve, has gone chief engineer, *Kutwo*.
Mr. A. J. Begley, chief engineer, *Kutwo*, is on reserve.
Mr. R. H. Watt, third engineer, *Leisang*, has gone acting second engineer, same ship.
Mr. T. C. Malcolm, second engineer, *Leisang*, has resigned—Shipping and Engineering.

THE S.S. "RESOLUTE"

DUE HERE MARCH 25TH.

330 PASSENGERS FROM TEN COUNTRIES.

The S.S. *Resolute* of the Hamburg-American Line, with Captain Fritz Kruse in command, sailed from New York, on January 7th on her fifth cruise around the world. She is due in Hong Kong on Wednesday, March 25th.

The 330 passengers on the *Resolute* represent ten countries: United States, Canada, Ecuador, England, Germany, Holland, Poland, Switzerland, Austria, Belgium. Residents of twenty-six of the forty-eight States are on board.

Covering a distance of 37,349 miles, the voyage includes visits to 20 countries and 63 cities in 140 days, returning to New York, May 25th.

Sailing eastward from New York, the *Resolute* first called at Funchal, Madeira and subsequent places to call at are, Algiers, Monte Carlo, Naples, Athens, and Haifa in the Holy Land with excursions to Jerusalem and Bethlehem; Port Said; with excursions to Cairo; through the Suez Canal; French Somaliland, East Africa; Bombay, with a seven-day excursion across India, visiting Agra and the Taj Mahal, Delhi, Fatehpur-Sikri, Benares, Calcutta; Colombo, with excursions to Kandy and Peradeniya; Rangoon, Padang, Batavia, with a visit to Buitenzorg; Singapore; Pak Nam, Siam, with a visit to Bangkok; Tarakan, Borneo; Zamboanga, Sulu; Manila, Hong Kong, Keelung, Formosa; Shanghai and Chinwangtao, with excursions to Tientsin, Peking and the Great Wall; Chemulpo, Miyajima, through the Inland Sea of Japan; Kobe, Yokohama, with excursions to points of interest; Honolulu and Hilo, Hawaii; San Francisco; Los Angeles; Balboa; through the Panama Canal; Colon; Havana and New York.

NEW MOTOR SHIP LAUNCHED.

BUILT AT BIRKENHEAD.

TO BE PUT ON FAR EASTERN RUN.

The local branch of Messrs. Dodwell & Co., Ltd., agents for the Lancashire Shipping Company, and the Dodwell Castle line have forwarded to us a copy of a Home paper containing an account of the launching of the new *Muncaster Castle* which when completed will ply between New York and the Far East.

The report states: Messrs. Cammell Laird & Co., Ltd., launched from their Birkenhead shipyard, the twin-screw cargo motor vessel, *Muncaster Castle*, which is the second they have built for the Lancashire Shipping Co., Ltd., Liverpool, of which Messrs. James Chambers & Co., are the managers.

The naming and launching ceremony was performed by Mrs. Edward John Barber, of New York, wife of the president of the Barber Steamship Lines, Inc., New York representatives of the owners. The launch was in every way an unqualified success, the ship taking the water within a comparatively short period of the time when Mrs. Barber pulled the trigger which automatically released the launching gear.

The *Muncaster Castle* was taken in tow and placed in Messrs. Cammell Laird & Co.'s large basin, where she will be completed, and her machinery placed on board.

Description Of The Vessel.

The *Muncaster Castle* is of the following dimensions:—Length, 423 ft. B.P.; breadth moulded, 56 ft.; depth moulded, 31 ft. 9 in.; displacement load, about 13,900 tons; and estimated speed, about 14 knots. She is built of mild steel, under special survey, to Lloyd's 100 A1 Class, and is constructed on the Laherwood Combination System of framing. She has a straight stem and an elliptical stern. A cellular double bottom extends all fore and aft and is divided into numerous compartments for oil fuel or water ballast, etc., while the fore and after peaks are fitted as ballast tanks.

The Main Engines.

The two main engines are four-stroke cycle, single-acting reversible Diesels, of the Werkspoor type, and have been supplied by The North Eastern Marine Engineering Co., Ltd. They are of improved design, each engine having six cylinders of 730 mm diameter by 1,500 mm stroke. The machinery has been constructed to comply with the requirements for Lloyd's highest class. The starting position is at the floor level at the centre of the engines on the inboard side, and the whole of the levers and link wheels necessary to control the engines are grouped together in handy positions at this point. The starting air is stored in two large mild-steel reservoirs placed in the wings of the engine room at the main deck level.

INDIAN FINANCES.

SWARAJISTS SUPPORT THE GOVERNMENT.

FINANCE BILL ADOPTED.

[REUTERS' AMERICAN SERVICE.]

New Delhi, March 19th.

The threatened rejection of the Finance Bill did not materialise, the Legislative Assembly passing the measure by 61 votes to 41.

The debate was remarkable from the fact that the Swarajists walked out, and also for an eloquent address by the Mahomedan member, Mr. Shah Nawaz, who paid a warm tribute to the "excellent record of Sir Basil Blackett, who has been Finance Minister for the past five years."

Mr. Shah Nawaz declared that the economic progress of India since the beginning of the 20th century was equalled by few countries in the world, and he warned opponents of the Bill that by throwing it out they would not hurt the Government, but the Assembly.

Child Marriages.

The Bill introduced by a member of the Assembly in 1927 to prevent child marriages has been amended by the Committee so that it applies to child marriages of all classes of the community, the object being not to declare that such marriages are invalid, but to restrain them by punishing the participants.

The minimum age for boys is fixed at eighteen and for girls at fourteen, the penalties being a month's simple imprisonment, a fine of 1,000 rupees, or both.

TRAFFIC COURT.

DRIVER WHO WANTED MORE SPEED.

EUROPEAN MOTOR CYCLISTS FINED.

There were unusually few cases at the Traffic Court held by Major O. Wilson at the Central Magistrate's yesterday.

A Chinese public motor car driver, who was taking some tourists from the *Caledonia*, on a sight-seeing tour, was fined \$25. His offence was that he found it tedious to follow behind a lorry. He passed the lorry but his action very nearly caused a collision with another car occupied by Mr. Gould at the time.

The defendant's record was not a very satisfactory one, said Traffic Inspector Alexander, as two previous accidents were marked against it. His Worship fined the defendant at stated above.

MOTOR CYCLES UNATTENDED.

The European motor cyclists, Messrs. D. Thompson and Abbott, were each fined \$4 for leaving their cycles unattended at Des Vaux Road.



REGULAR PORTFOLIO SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXP. OF OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIBAHORA	S'WAL, KIUING & AMOT	In Port	21st Mar.	BAVITA
TJIBODAS	JAVA, MANILA & AMOT	In Port	21st	SWAROW & MANILA
TJIBABOEM	JAVA, MACANAN & N. C.	28th Mar.	27th	AMOT & N. CHINA
TJIBALAK	AMOT & N. C.	28th	28th	BAVITA
TJIBEMBANG	BAVITA	29th	29th	AMOT & S'WAL KIUING
TJIBONDARI	S'WAL, KIUING & AMOT	29th	29th	BAVITA
TJIBABOEM	JAVA, MACANAN & N. C.	9th	10th	AMOT & N. CHINA
TJIBANOEK	AMOT & N. C.	9th	11th	MACANAN & JAVA
TJIBABANG	BAVITA	13th	15th	AMOT & S'WAL KIUING

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "DOCTEUR FIERRE BENOIT"

BRISBANE CARGO FROM DUNKIRK, ROTTERDAM, ANTWERP, LONDON, etc.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf & Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Wednesday, the 28th March, 1928, or they will not be recognised. Damaged Packages will be examined by the Company's Surveyor; Messrs. Goddard & Douglas in the presence of the Consignee as 10 a.m. on Saturday, the 24th March, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.
Hong Kong, 19th Mar., 1928. (8031)

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "NAGPORE"

ARRIVED HONG KONG on 17th MARCH, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at once into the Hong Kong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each Consignment will be sorted, and Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary. Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Bond.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period. The Steamer must be presented to the Undersecretary on or before 8th April, 1928, or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns. MAO KINNON, MAO KINNON & Co., Agents.
Hong Kong, 17th Mar., 1928. (8022)

HAMBURG-AMERICA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "BOHEER"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at once into the Hong Kong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

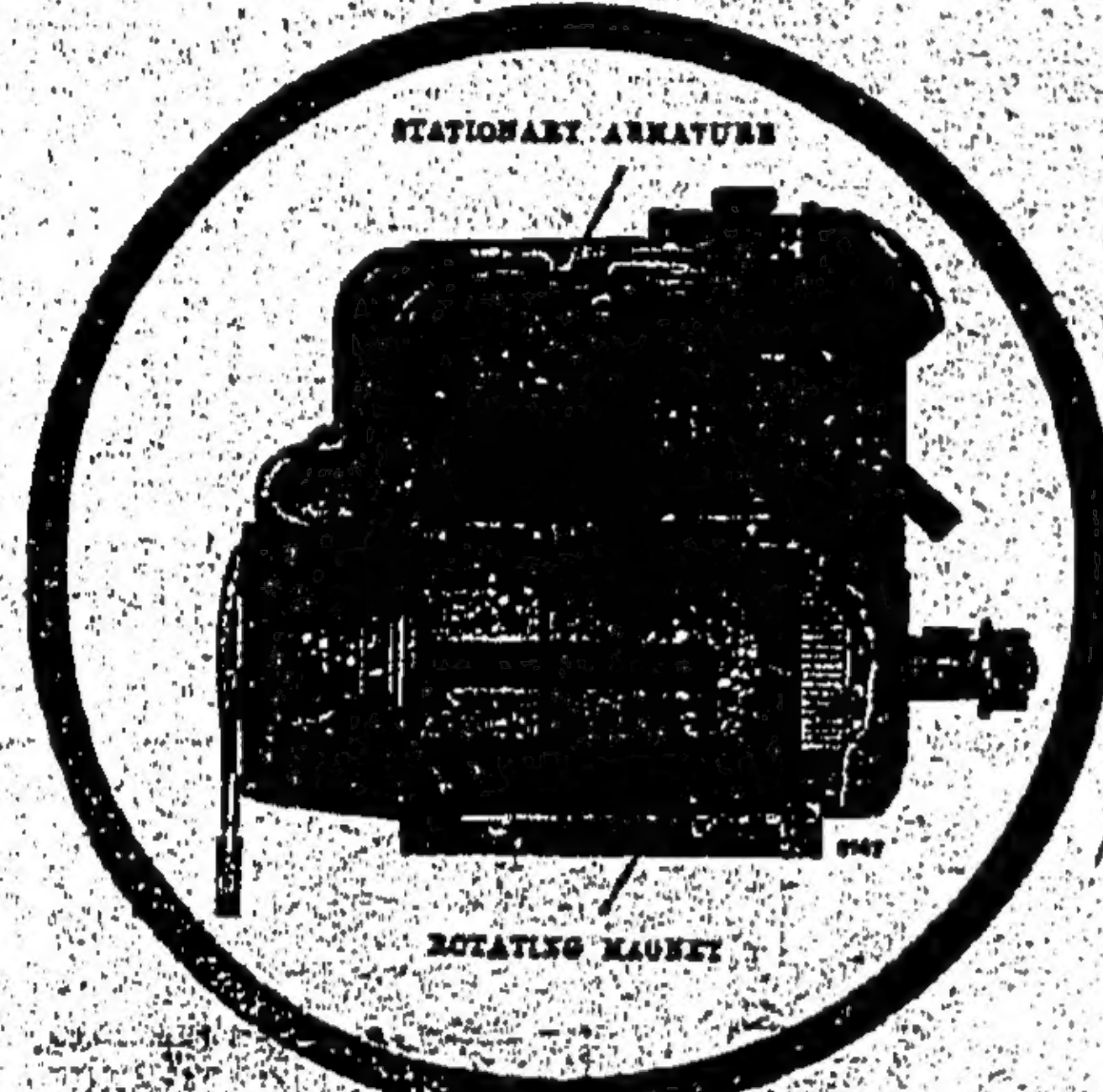
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 21st March, 1928, will be subject to Bond.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 20th March, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before 5th April, 1928, or they will not be recognised.

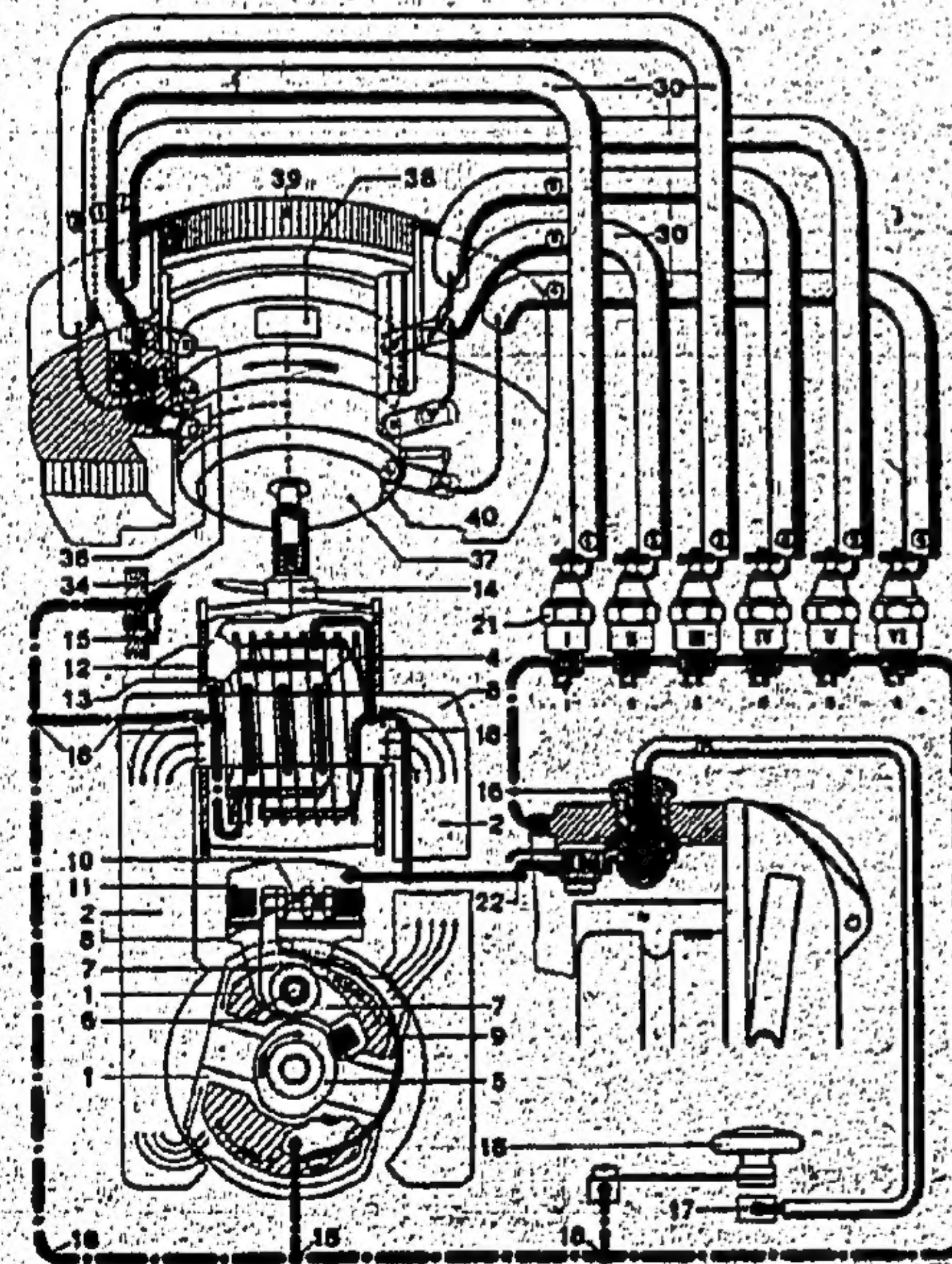
No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersecretary.
JENSEN & CO., Agents.
Hong Kong, 14th Mar., 1928. (8012)

PRINCIPLE OF THE SCINTILLA MAGNETO



Based on an entirely new principle of design and construction, the SCINTILLA Magneto offers the Motor Industry the finest ignition system engineering science has ever produced. Its permanent magnet, the most robust part in any magneto, rotates. The delicate parts, such as the contact breaker with its contact points and the armature, are stationary.

The characteristic of the SCINTILLA Magneto lies therefore in the complete inversion of the systems hitherto known, and the numerous advantages of this magneto must be realized.



STOCKS CARRIED ALL MODELS & SIZES

SINGLE CYLINDER TO 12 CYLINDER
H.K. \$65.00 to H.K. \$155.00

THE HONG KONG HOTEL GARAGE

25, QUEEN'S ROAD CENTRAL.

(THE HONG KONG AND SHANGHAI HOTELS LTD.)



"Before we discovered the comfort of traveling on President Liners, do you remember how we had to climb up ladders and maneuver ourselves into undersized berths? And from now on, any time you suggest traveling, John, it means President Liners only!"

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The *Sunshine Belt* via Honolulu
Fortnightly sailings on Tuesdays

Pres. Lincoln... Tues, Mar. 27th
Pres. Madison... Tues, Apr. 10th
Pres. Jackson... Tues, Apr. 24th
Pres. McKinley... Tues, May 8th

To Seattle and Victoria
The *Short, Straight Route to America*
Fortnightly sailings on Wednesdays

Pres. Grant... Wed, Mar. 21st, 7 a.m.
Pres. Cleveland... Wed, Apr. 4th
Pres. Pierce... Wed, Apr. 18th
Pres. Taft... Wed, May 2nd

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailing on Sunday via Manila, Sulu, Cebu, San Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Adams... Sun, Mar. 25th
Pres. Cleveland... Sun, Apr. 8th
Pres. Madison... Sun, Apr. 22nd

Pres. Monroe... Sun, May 6th
Pres. Wilson... Sun, May 20th
Pres. Van Buren... Sun, June 3rd

To Manila
Pres. Adams... Mar. 25th, 6 p.m.
Pres. Cleveland... Mar. 27th, 6 p.m.
Pres. Madison... Apr. 2nd, 6 p.m.

For Bookings, Passengers and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795
Cable Address "Dollar"

American Mail Line and Dollar Steamship Line



THE MOTOR VESSEL "VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 29th March, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet, N.V. Co.'s (K.P.M.) Service to destinations in the Netherlands East Indies and Australia.

Agents—
JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. 100, BURLINGAME, CRATER ROAD.

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Agents—
JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. 100, BURLINGAME, CRATER ROAD.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, March 20th.

Previous Day at 3 p.m. On Date at 3 p.m. On Date at 3 p.m.

Barometer 29.98 29.99 29.98
Thermometer 70 71 72
Humidity 61 64 71

Wind Direction WSW Calm
Force 2 0 0
Weather B C C
Sea B C 0.00 0.00 0.00

Highest open-air Temperature, 19th, 70
Lowest open-air Temperature, 20th, 61

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

From March 21st to 27th, 1928.
High Water Low Water
Hong Kong Standard Time
Hong Kong Standard Time

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	"HUPH"	On 21st Mar.	4 p.m.
SWATOW & SHANGHAI	"ICHANG"	On 21st Mar.	6 a.m.
WUHAN, CHONG & TIENTSIN	"KUNHONG"	On 23rd Mar.	4 p.m.
SHANGHAI & TIENTSIN	"SUNNING"	On 24th Mar.	6 a.m.
SWATOW & SHANGHAI	"KWANGTUNG"	On 24th Mar.	Noon
AMOI, SWATOW & SHANGHAI	"ANLING"	On 25th Mar.	9 a.m.
SWATOW & SHANGHAI	"KALANG"	On 25th Mar.	Noon
SWATOW, SHANGHAI, NEW CHINA & DALY	"KANCHOW"	On 25th Mar.	Noon
AMOI, SHANGHAI & TIENTSIN	"SOOCHOW"	On 26th Mar.	6 p.m.
SWATOW & SHANGHAI	"TRAN"	On 27th Mar.	8 a.m.
HONGKONG, PAKHOI & HONGKONG	"LINAM"	On 30th Mar.	Noon
SHANGHAI & TIENTSIN	"SHANTUNG"	On 31st Mar.	6 a.m.
AMOI, SWATOW & SHANGHAI	"ANTUNG"	On 1st Apr.	9 a.m.
SWATOW & SHANGHAI	"KWANGHONG"	On 1st Apr.	Noon
SWATOW, SHANGHAI, NEW CHINA & DALY	"YINGHONG"	On 1st Apr.	Noon
AMOI, SHANGHAI & TIENTSIN	"SUIYANG"	On 2nd Apr.	6 a.m.
WUHAN, CHONG & TIENTSIN	"HUICHOW"	On 3rd Apr.	4 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To \$60 SINGLE and \$90 RETURN.

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Ship	Days from Hong Kong	Arrival	Departure
ORANGE	6th April	13th April	
TAIPING	11th May	18th May	
CHANGTUNG	8th June	15th June	
TAIPING	17th July	24th July	

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From Marseilles	For Shanghai and Japan
ANDRE LEBON 27th Mar.	ANDRE LEBON 27th Mar.
CHENONOUAUX 30th Apr.	CHENONOUAUX 30th Apr.
ATHOS II 24th Apr.	ATHOS II 24th Apr.
D'ARTAGNAN 8th May	D'ARTAGNAN 8th May

From Dunkirk, Antwerp, London	For Marseilles
CAPT. FAURE (Cargo) 21st Apr.	PORTHOS 22nd Mar.
	PAUL LEBON 24th Apr.
	ANDRE LEBON 24th Apr.
	CHENONOUAUX 24th Apr.
	ATHOS II 24th Apr.

For Shanghai, Japan and North China	For Rotterdam, Hamburg, Dunkirk
CAPT. FAURE (Cargo) 11th Apr.	YALOU (Cargo) 1st week Apr.

For full Particulars, apply to—

C/O MESSAGERIES MARITIMES

Telephone: C. 561 and 746.

Shipping News

Arrivals and Departures, etc.

ARRIVALS

March 19th.

Amagasaki Maru, Japanese str., 2,304 tons, Capt. Y. Saito, from Kwan-yen, lying at Kowloon Bay, M.B.K.

Dr. P. Benoit, French str., 4,378 tons, Capt. Zolger, from Dunkerque and Saigon. The latter port she left on March 19th, with a general cargo, lying at buoy No. 44—Messageries Maritimes.

President Lincoln, American str., 3,339 tons, Capt. H. L. Jones, from Seattle and Shanghai. The latter port she left on March 17th, with a general cargo, amounting to 1,200 tons, lying at Kowloon Wharf—Dollar S.S. Line.

Sancti, British str., 4,841 tons, Capt. A. B. D. Cruz, from Calcutta, which port she left on March 15th, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.

March 20th.

Ceylon, Swedish str., 3,380 tons, Capt. Ahlberg, from Shanghai, which port she left on March 17th, with a general cargo, lying at buoy No. 44—Gillman & Co.

Chenau, British str., 1,355 tons, Capt. J. D. Fraser, from Shanghai and Amoy, with a general cargo, lying at buoy No. 312—B. & S.

Deli Maru, Japanese str., 1,923 tons, Capt. K. Yagata, from Canton, with sundries, lying at O.S.K. Wharf—O.S.K.

Fukushima Maru, Japanese str., 10,935 tons, Capt. S. Oya, from Middeabrogh, which port she left on January 28th, with 1,055 tons of general cargo, lying at Kowloon Wharf—N.Y.K.

Hsin Wah, Chinese str., 1,358 tons, Capt. M. P. Jensen, from Shanghai, which port she left on March 16th, with a general cargo, lying at China Merchant Wharf—C.M.S.N. Co.

Indus Maru, Japanese str., 2,697 tons, Capt. C. Iwas, from Moji, which port she left on March 14th, with a general cargo, lying at Kowloon Wharf—O.S.K.

Linchow, French str., 1,416 tons, Capt. P. B. Morganti, from Canton, with a general cargo, lying at buoy No. C37—Sing Kee Co.

Nagato Maru, Japanese str., 4,323 tons, Capt. T. Takahata, from Moji, which port she left on March 14th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Peking Maru, Japanese str., 1,686 tons, Capt. R. Nagayama, from Shanghai and Swatow, with a general cargo, lying at buoy No. C38—N.Y.K.

Philippines, British str., 7,167 tons, Capt. H. S. Andrews, from Shanghai, which port she left on March 17th, with a general cargo, lying at Holt's Wharf—B. & S.

Portland Maru, Japanese str., 4,359 tons, Capt. M. Onoda, from Singapore, which port she left on March 13th, with a general cargo, lying at buoy No. A37—N.Y.K.

Roko Maru, Japanese str., 2,011 tons, Capt. K. Kamachimaru, from Dairen, which port she left on March 14th, with a cargo of coal, lying at buoy No. B51—M.B.K.

Sanyo Maru, Japanese str., 2,723 tons, Capt. H. Kawasaki, from Chinwangtao, which port she left March 13th, with a cargo of coal, lying at buoy No. B50—Dodwell & Co.

CLEARANCES

March 20th.

Ceylon, for Singapore, Chak Sang, for Swatow.

Chenau, for Canton.

Cheung On, for Shaanxi.

Clara Jensen, for Hongkong.

Fukushima Maru, for Shanghai.

Hsin Wah, for Canton.

Hung On, for Canton.

Kueichow, for Canton.

Kut Sang, for Amoy.

Nagato Maru, for Singapore.

Nishin Maru No. 2, for Takao.

Peking Maru, for Canton.

Philippines, for Singapore.

Portland Maru, for Shanghai.

President Grant, for Shanghai.

President Lincoln, for Manila.

Tak Hing, for Macao.

Tango Maru, for Manila.

Tientsin, for Muntok.

Tsiao Maru, for Bangkok.

WARSHIPS IN PORT.

The following were the warships and auxiliaries in port yesterday:

North Wall Basin, Cornflower, Sirdar, Magnolia, East Wall Basin, 10th, Seamen, S/M L.27.

North Arm, Troopship, Belgol, Prince, West Wall Dock, Somme, Stormcloud, In Dock, Scarpia, Peterfield, Marston, No. 2 Buoy, S/M L.2; No. 3 Buoy, Cumber, land, No. 6 Buoy, Hermes, No. 7 Buoy, Titania, No. 8 Buoy, Ambrose, S/M L.3; No. 13 Buoy, Thracian, No. 18 Buoy, Ruthenia, No. 20 Buoy, Sepoy, No. 23 Buoy, Sterling, No. 25 Buoy, Ahark, No. 28 Buoy, Tern, No. 29 Buoy, Peterel, Oil Fuel Jetty, S/M L.5, L.5, Franco, Boat Cumber, Ganet.

Foreign Men of War—U.S.S. Asheville, Portuguese, Pero De Alencar.

VESSELS IN PORT.

The following were the vessels in port yesterday:

British: Palma, Santhia, Chenau, Nanning, Paludina, Kueichow, Chak Sang, Tyndareus, Kut Sang, Ichang, Chinkiang, Telemachus, Gorgan, Halvard, Gorgistan, Sumatra, Taikoo.

American: President Lincoln, President Grant.

Newsgian: Gran, Halldor, Prominent, Solviken.

German: Doris, Danik, Clara Jensen.

French: Dr. Pierre Benoit, Hanot, Bourbon, Taiposok.

Japanese: Deli Maru, Peking Maru, Indus Maru, Fukushima Maru, Tango Maru, Taishoku Maru, Fukui Maru, Nishin Maru No. 2, Tetsu Maru, Taiyo Maru, Malay Maru, Tencho Maru.

Chinese: Chung Hing, Sun Kong, Yuan Lee, Sun Sai, Kai, Lee On, Phranang, Hwah Cheng, Chi Fung, Hot Cheong, Haimun, Ban Foo, Soon, Poo Yee, Lee Cheong, Gen. H. Knox, Mae Sun.

Dutch: Selene, Hankow, Jan, Otto, Hong Kong Tientsin.

Portuguese: Kong On, King On.

Tango Maru, Japanese str., 6,893 tons, Capt. M. Matsuda, from Yokohama, which port she left on March 18th, with 703 tons of general cargo, lying at Kowloon Wharf—N.Y.K.

Union Maru, Japanese str., 576 tons, Capt. S. Yoshinaga, from Kongmoon, lying at West Point—M.B.K.

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TENYO MARU ... Tuesday, 3rd April

KOREA MARU ... Tuesday, 17th April

LONDON via Singapore, Suez, Marseilles & Ports.

KASHIMA MARU ... Saturday, 24th Mar.

HAKONE MARU ... Saturday, 7th April

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 26th April

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU ... Wednesday, 28th Mar.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Thursday, 19th April

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

HAKATA MARU ... Tuesday, 10th April

NEW YORK and/or BOSTON via PANAMA.

MAYEASHI MARU ... Tuesday, 27th Mar.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU ... Saturday, 14th April

CAIRO via Singapore, Penang & Bangkok.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 20th April

SHANGHAI, KOBE & YOKOHAMA.

TENYO MARU (Mojito direct) ... Friday, 23rd Mar.

TOYOOKA MARU (Calla Mojito) ... Saturday, 24th Mar.

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On or about 5th April.

Further Sailings	Loading for Shanghai and Japan Ports on	Loading for Continental Ports on
M.S. "Africa"	5th April	30th April
M.S. "Malaya"	27th April	21st May
M.S. "Danmark"	25th May	20th June

Optional Bills of Lading issued to United Kingdom Ports.

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Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS FAIR.

THROUGH CARGOES TOTAL
35,000 TONS.

There were fourteen arrivals and fifteen departures during the 24 hours ended at 9 a.m. yesterday, and the general cargoes manifested for this port were only fair. Through freights, however, increased over the previous days' total. Local imports amounted to 11,181 tons, and three British vessels contributed 3,166 tons. The two best returns were from the *President Grant* (American) with 1,924 tons of general cargo from Manila, and the *a.s. Santhia* (British) from Calcutta and Singapore with 1,615 tons.

Through freights totalled 35,770 tons of which three British vessels carried 7,377 tons. The *a.s. Fushima Maru* with 8,788 tons from Middlesbrough and Singapore was the best carrier, and the French steamer *Dr. Pierre Benoit* from Dunkirk and Saigon was second best with 6,782.

The arrivals and the departures during the period under review were as follows:—

	Arr.	Dep.
British	3	10
Japanese	5	2
Chinese	1	3
American	2	0
French	2	0
Norwegian	1	0
Total	14	15

VESSELS EXPECTED.

Australian-Oriental Line.

Change, April 6th.

Taiping, May 11th.

Bank Line.

City of Bombay, April 10th.

City of Eastbourne, April 11th.

City of Carlisle, April 14th.

City of Roubaix, April 14th.

City of Birmingham, May 4th.

City of New Castle, May 12th.

City of Chester, May 25th.

City of Tokyo, June 9th.

City of Cardiff, June 22nd.

City of Peking, July 7th.

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Canadian Pacific Line.

Empress of Asia, March 20th.

Empress of Canada, April 5th.

Dodwell & Co.

Bolton Gault, March 25th.

Venezia, March 25th.

Toledo, April 13th.

East Asiatic Co., Copenhagen.

Africa, April 5th.

Malaya, April 27th.

Danmark, May 25th.

Eastern and Australian Lines.

St. Albans, March 25th.

Arifura, April 2nd.

Vanda, May 7th.

Glen Line.

Glenagarry, to-morrow.

Glenara, April 7th.

Glenahed, April 13th.

Carnarvonshire, April 23th.

Glenbeg, May 11th.

Hamburg-American Line and

Hugo Stinnes Linie.

Resolute, March 28th.

Carl Legien, April 2nd.

Adolf von Baeyer, April 6th.

Preussen, April 16th.

Ermland, May 2nd.

Java-China-Japan Line.

Tjialak, March 28th.

Tjitarom, March 28th.

Tjikomang, March 28th.

Tjikomang, April 2nd.

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DAILY WATERFRONT NEWS.

AN ATTEMPTED SUICIDE.

[BY LONGSHOREMAN.]

Life having gone very hard with him a Chinese coolie sought to end it by plunging into the harbour. He went to the Praya Wall at Connaught Road West on Monday afternoon, and after strolling up and down for sometime, took the plunge. There were several sam-pans nearby at the time, and a rescue was promptly made. The man was taken to the Government Civil Hospital.

H.M.S. "Argus" Leaves.

On being relieved by H.M.S. *Hermer* the *Argus* lost no time in setting out for Home and yesterday morning started on her voyage. Her attendant flotilla of canteen boats and other native craft gave her a good send off with crackers, and accompanying her were a number of submarines, with which, it is understood, certain exercises will be carried out. That well known ship H.M.S. *Ambrose* leaves for good to-day with six submarines. They are all due to be paid off out of the Service at the end of their long trip.

The "President Lincoln."

The *a.s. President Lincoln* voyage 16-outward arrived yesterday afternoon with 30 cabin and 49 steerage passengers for local discharge in transit there are 24 cabin and 3 steerage passengers for Manila, P.I., for Hong Kong 4,100 tons of general cargo with 750 bags of mail for Hong Kong, and 1,675 bags for Manila.

Suspected Leprosy.

The master of the *a.s. President Lincoln* (American) arriving here from Seattle and Shanghai reports one case of suspected leprosy among Chinese steerage passengers. The vessel carried 123 Asiatic deck passengers.

Asiatic Deck Passengers.

Asiatic deck passengers arriving on the Colony during the 24 hours ended at 9 a.m. yesterday numbered 1,202. They were carried by nine vessels.

Chafco District, Fog Signal.

In a Notification to Mariners posted at the Harbour Office yesterday it is stated that on or after the 23rd April, 1928, and until further notice the South-East Shantung Promontory Fog signal will consist of a responding gun signal as described on page 6 of the current "List of Lights, Buoys and Beacons, etc., on the Coast and Rivers of China." The distinguishing interval for this station will be 30 seconds.

SHIPPING MOVEMENTS.

The P. & O. *a.s. Lahore* left Singapore for Hong Kong on the 19th inst. at 4 p.m. with the mails, and is due here on the 25th inst. at about 9 a.m.

The R.M.S. *Empress of Asia* arrived at Manila at 10 a.m. on Tuesday. She will leave at 4 p.m. on Saturday, and is due at Hong Kong at 10 a.m. on Monday, March 26th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF MADRAS" ... Harve, London, Rotterdam & Hamburg ... 25th March

"CITY OF GLASGOW" ... Harve, London, Rotterdam & Hamburg ... 24th April

"CITY OF DUNKIRK" ... Harve, London, Rotterdam & Hamburg ... 25th May

AUSTRALIA ... SINGAPORE/AUSTRALIA ... 7th May

For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.

Through FREIGHT and PASSENGER bookings from HONG KONG in conjunction with "ELLERMAN"

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